



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XIX.

CHICAGO, ILLINOIS, FEBRUARY 15, 1901.

No. 8. } ONE DOLLAR PER ANNUM.
SINGLE COPY, TEN CENTS.



ELEVATOR OF THE BRAND, BULLEN AND GUND BRANCH OF THE AMERICAN MALTING COMPANY, CHICAGO.

Macdonald Engineering Company, Engineers and Contractors, Chicago.

THE AMERICAN MALTING CO.'S GRAIN ELEVATORS AT THE BRAND, BULLEN & GUND BRANCH, CHICAGO.

The Brand, Bullen & Gund branch of the American Malting Company is located at West Thirteenth Street, on the P., C., C. & St. L. Ry. tracks, Chicago. The elevator plant, illustrated herewith, a part of the general malting plant, was designed and built by the Macdonald Engineering Company of Chicago, and consists of a central receiving and operating house, located between two nests of steel storage bins, having a gross capacity of 550,000 bushels. The plant was built under two separate contracts, one of which was finished before the American Malting Company acquired the property, and consisted of the operating house and the three large storage tanks shown on the left of the picture. Up to the time that this storage was erected, the maltsters had serious doubts whether such a sensitive grain as malt could be stored, without injury, in steel bins. The result of the experiment was, however, very satisfactory, and all subsequent storage built for this company has been built of steel.

The working house is a brick building, 36x52 feet and 130 feet high. It contains about 40,000 bushels of storage, in wooden bins, besides the operating machinery for three elevator legs, the scales, gars, cleaners and conveyor belts, which serve the steel storage bins on each side. This feature of the plant is admirably arranged for the service required of it, which consists of receiving the barley from the cars on either side of the building; cleaning, weighing, storing and transferring to and from the malt house, which is adjacent to the elevator, and handling the malt as it comes from the malt house; and, finally, storing, sacking and shipping. The elevator and malt house machinery includes Invincible Needle Separators and Monitor Barley and Malt Cleaners.

Each of the three large tanks on the left holds 125,000 bushels, and for the storage of malt and barley were originally thought to be not too large to be retained as separate bins. It was found, however, later, to be desirable to have smaller compartments, and each was thereupon divided, by means of crib walls, so as to give four bins in two of the tanks and eight in one. This involved the use of a large amount of wood in a structure aimed to be fireproof.

This construction was avoided in the storage shown on the right of the picture, which was recently built, using the Macdonald system of steel bins, which gives 200,000 bushels of storage on a ground space of 52x76 feet, and is divided into thirty separate bins, all of which are of steel and fireproof.

LAKE CARRIERS' ASSOCIATION.

The Lake Carriers' Association at the annual meeting at Detroit, on January 16, decided to continue the grain scooping system of last season at Buffalo.

The Association's grain handling committee reported that during the season of 1900 156,813,613 bushels of grain were handled at Buffalo, and \$525,289.15 was collected. During the season \$187,000 was paid for rent of steam shovels; to the grain shovelers over \$316,500 was paid; the balance covered salaries of employes, office rent and other expenses. During the season the committee employed 933 men at the twenty-two different elevators, the highest wages made by any of the men was \$479 and the lowest \$231. The committee recommended that the present system for handling grain be continued along the same lines, that the services of Mr. Kennedy be retained, and that he be given an opportunity to still further improve the system he has so successfully placed in operation.

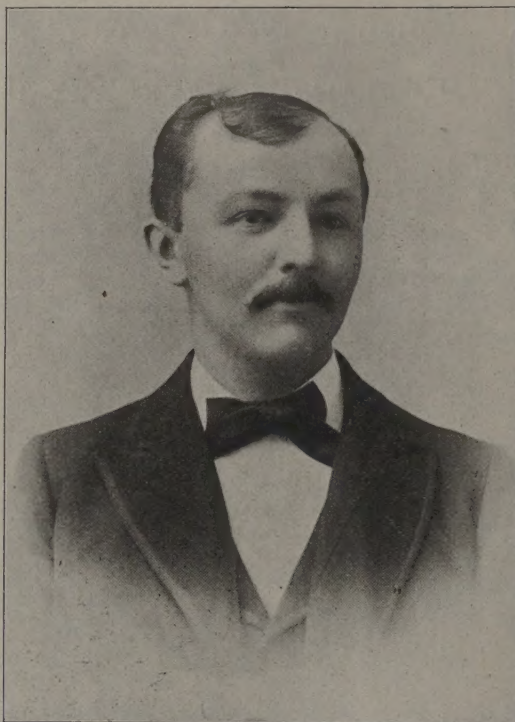
The Association also adopted a resolution providing for the reduction of the total cost of handling per 1,000 bushels for the ensuing year from \$3.35 per 1,000 bushels to \$3.30. Of this \$3.30 the grain shovelers will get \$2 per 1,000 bushels, the steam shovelers will get \$1.20 and the remaining 10 cents

will go to pay the expenses. Last year 15 cents per 1,000 went to pay the expenses.

PHILIP H. SCHIFFLIN.

It was Charles Sumner who expressed the thought that, although one may deserve success, yet it is difficult to achieve it. How difficult it is is shown by the large number of men who, favorites of fortune, and with every aid that financial and moral support can afford, fail for the want of a correct mental attitude toward the problems which they are called upon to meet. On the other hand, there are often met those who attack life singly, and with no help from wind or weather achieve success because they are endowed with the mental characteristics to which success pours out her gifts.

Philip H. Schifflin must be classed in the latter category. He is a Chicago product, although born in Hoboken, N. J., on November 10, 1861, yet so much of his life has been spent in the former city that the two growths have been closely identified. Mr. Schifflin's parents moved to Chicago in 1869 and brought young Philip, then a lad of eight years of age, with them. He spent the next six years of his



PHILIP H. SCHIFFLIN.

life in school, and in 1875, at the age of 14 years, took a position as messenger boy with Henry Hemmelgarn, at that time, as now, a prominent firm on the Chicago Board of Trade. From that position he steadily advanced until on January 1, 1893, he was taken into the firm and has since successfully filled the duties of manager of the grain receiving and shipping department.

Incidentally, the firm with which Mr. Schifflin allied himself is one of the oldest on the Board, having been in existence since 1865; and there are now only five members who have been connected with the Board as long as has Mr. Hemmelgarn. The firm's principal receiving business is from the states of Illinois, Iowa, and Minnesota, and with Mr. Schifflin at the head of affairs the business has been successful for both company and customers.

Mr. Schifflin's long experience on the Board has grown to be an account which he can check against for the benefit of himself as well as his country patrons, and his knowledge of trade conditions is always at the disposal of those needing it.

Maryland corn took a first prize at the Paris Exposition of 1900. Apropos of this, it is revived that a prize offered to boys for the largest yield of corn on a quarter of an acre of ground in that state brought out the fact that five Maryland boys had grown corn at the rate of from 137½ to 188½ bushels per acre.

KANSAS GRAIN DEALERS' ASSOCIATION.

Secretary Smiley, in his circular of January 15, reviewing briefly the work of 1900, says that during the year 123 new members were added to the Association, and 31 resigned, leaving a net gain of 92. Dues have been more promptly paid than ever and there are no bills outstanding unpaid.

The work of the year has been satisfactory. The railroads have cooperated with the Association so far as possible to discourage trade piracy, with the result that producers have been paid better and more uniform prices and have been better satisfied, because prices have been uniform. Only a very few commission men still continue the nuisance of encouraging the tramps of the trade.

As a general result of the Association's work, elevator property is now worth par; or, in other words, from 50 to 100 per cent more than it was worth five years ago, while the substantial and permanent character of the new elevators built in the state is a matter of comment.

The next, fourth, annual meeting of the Association will be held at Topeka on March 12 and 13, probably in the council chamber of the new Auditorium. The meeting will be followed by the second excursion of the Association. The route will be from Topeka via Fort Smith, Little Rock, Texarkana and Shreveport to New Orleans. Here two days will be spent and a trip on the Gulf of Mexico may be arranged. The return will be via Texarkana to Hot Springs, Ark., and St. Louis and thence to Kansas City, consuming in all twelve days' time, at a cost of \$30 per person. The train will be limited to eight Pullmans, so that those who wish to go must register with Secretary Smiley at an early date. No others than members of the Association will be accepted, unless there should be vacant berths, in which case friends only of members may be accepted.

BALTIMORE CHAMBER OF COMMERCE.

The annual meeting of the Baltimore Chamber of Commerce was held on January 28. The election of directors was perfunctory, the ticket having been agreed upon without a formal ballot. The following new directors were chosen: Chas. P. Blackburn, Thomas H. Botts, Richard C. Wells, William Rodgers and Ernest L. Dinning. They will serve three years. The holdover members are Messrs. J. Hume Smith, T. M. Maynard, W. G. Bishop, William T. Walters, McCay, Frederick Megenhardt, E. Clay Timanus, George Frame, Charles C. Macgill, Ferdinand A. Meyer and A. F. Spice. J. Hume Smith having declined a fourth term, Chas. C. Macgill was chosen president.

J. Hume Smith in his annual report noted a decline of business in 1900 as compared with 1899, Baltimore's wheat trade having dwindled and the city having lost its place, held since 1896, as first in corn exports. The decline in wheat exports is attributable to a natural cause, a short crop, and also to the bad local practice of permitting garlic in contract wheat—a grading error which he says must be corrected if Baltimore is to continue a wheat exporting port. He says further that the city needs additional elevator capacity, a want that would have been made more conspicuous in 1900 had not the scarcity of cars lessened the amount of grain received.

Chas. C. Macgill, the new president, is president of the C. A. Gambrill Manufacturing Company, operating one of the oldest flour mills in the United States. Mr. Macgill was born in Baltimore in 1864, and at the age of eighteen entered the employ of a flour mill to gain a practical knowledge of that business. Two years later he accepted a clerkship with the C. A. Gambrill Manufacturing Company. In 1894 he was promoted to secretary, and became vice-president in 1897, and in 1899 president. Mr. Macgill joined the Baltimore Corn and Flour Exchange, predecessor of the Chamber of Commerce, in 1887, and has been a member of the board of directors since 1896. During the first three years as a member of the board he served on the ex-

ecutive committee, and since 1899 has been vice-president of the organization.

Secretary Wm. F. Wheatley, who was, of course, reelected, has held that office continuously since 1867.

SHIPPING GALLERY AT PHILADELPHIA.

The conveyor gallery shown in the accompanying engravings was designed by Wm. H. Cookman, architect, and erected for the Pennsylvania Railroad Company at its elevator in Philadelphia, Pa.

The gallery is 800 feet long, extending from a grain elevator inshore, over a pier, which extends 640 feet into the Delaware River, for the purpose of delivering grain from the elevator to ships for export trade. The pier is 100 feet wide, and has on it a freight shed, 640 by 96 feet. The conveyor gallery is in the center of this pier over the shed, and the elevation of gallery floor is 64 feet above floor of pier.

There are two conveyor belts in the gallery, each three feet wide and 1,600 feet long. There are 13 fixed trippers and pipes on each belt, 40 feet apart; and the chutes and pipes are so arranged that grain can be delivered to vessels on either or

NEW RULES AT NEW YORK.

The following amendments to the rules of the grain trade at New York were adopted at a meeting of the Grain Trade of the New York Produce Exchange and approved by the board of managers of that body to take effect on January 28, 1901:

Rule 1 amended by adding thereto the following:

"The president shall also appoint a supplementary committee of five members of the New York Produce Exchange who are known as members of the Grain Trade, which committee shall be known as the Carlot Committee.

"It shall be the duty of this committee to consider and decide all disputes between members dealing in car lots of grain and mill feeds for track and interior deliveries or distribution.

"This committee shall be empowered to buy in grain or mill feed for account of whom it may concern, in accordance with the provisions of Rule 38. A majority of the committee shall constitute a quorum; but the committee shall fill temporary vacancies, if requested by either party, by some person or persons representing the same interest as the absent member or members, and a decision of a majority present at any hearing shall be final

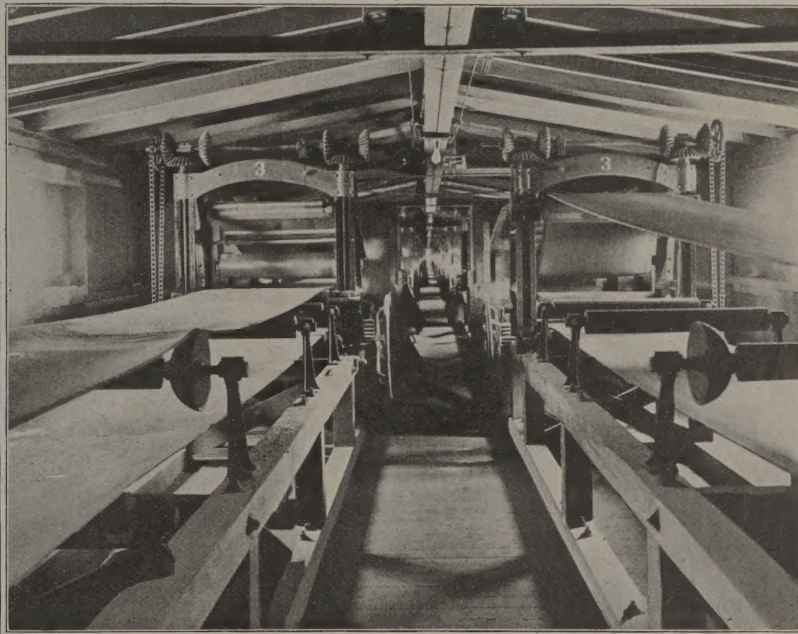
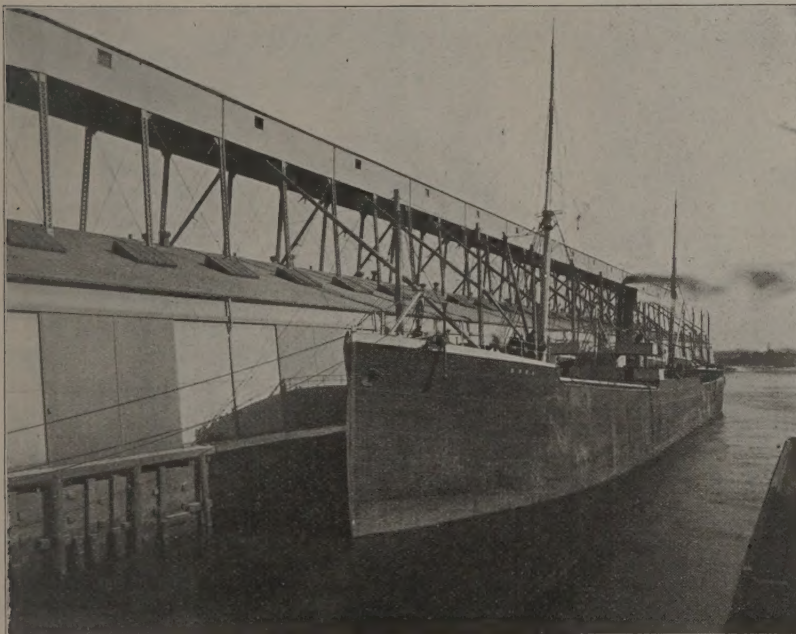
shipment' shall mean that shipment shall be made within three business days from the date when shipping directions have been received by the seller.

"Sec. II. The term 'quick shipment' shall mean that shipment shall be made within five business days from the date when shipping instructions have been received by the seller.

"Sec. III. The term 'prompt shipment' shall mean that shipment shall be made within ten days, exclusive of Sundays, from the date, when shipping directions have been received by the seller.

"Sec. IV. It shall be understood where no specification of shipment is named in contract, 'prompt shipment' shall apply, and shall be so considered and have the same force as though it were actually specified in the contract.

Sec. V. The buyer shall, unless otherwise specified at the time of sale, be allotted three business days within which to furnish shipping directions on sales for prompt or deferred shipment, and shall be obliged to furnish same any time after three days when called upon by seller or shipper. And, on failure on the part of the buyer to furnish directions on demand, after allotted time, the seller shall have the right and privilege to ship the goods to the postoffice address of the buyer, or to cancel



EXTERIOR VIEW.—PENNSYLVANIA RAILROAD COMPANY'S SHIPPING GALLERY AT PHILADELPHIA.—INTERIOR VIEW.

both sides of pier at the same time from either belt and through any number of pipes. The streams of grain can be switched to any hatch or sent to opposite sides, if necessary, without stopping the flood—which saves time when trimming a hatch, as the grain can be delivered to another hatch without stopping.

The trippers are so designed that they can be placed in and out of service at will, being raised and lowered by the belts themselves, and place much less strain on the belts than the type of tripper now in use in other galleries.

A YEAR AT NEW ORLEANS.

Hy. H. Smith, secretary of the New Orleans Board of Trade, Limited, reports the following receipts and exports at that market for the calendar year 1900, compared with 1899:

Kind of grain.	Receipts.	Shipments.
Corn, bushels, 1900.....	23,292,659	23,264,465
Corn, bushels, 1899.....	22,041,796	21,718,697
Wheat, bushels, 1900.....	7,440,472	8,016,396
Wheat, bushels, 1899.....	11,874,589	11,795,644
Oats, bushels, 1900.....	4,972,067	1,275,232
Oats, bushels, 1899.....	3,567,115	882,700
Grand total, 1900.....	35,705,198	32,556,093
Grand total, 1899.....	37,479,500	34,397,041

The courts recently decided that linseed oil weighs 7 $\frac{1}{4}$ pounds to the gallon, instead of 7 $\frac{1}{2}$ pounds, as observed by leading manufacturers.

and binding, subject to Rule 34. They shall keep a record of their proceedings, and a fee of two dollars and fifty cents shall be paid to the committee for each reference case heard by them, to be paid by the party adjudged to be in fault, unless otherwise ordered by the committee. Provided, however, that nothing herein shall prevent settlement of questions of difference by private arbitration, or as provided for in the by-laws.

"The power and authority of the committee on grain shall prevail except where power and authority is expressly conferred on the Carlot Committee."

Rule 34 amended by inserting the words: "Or the Carlot Committee" after the words "Committee on Grain" in the second line, so that Rule 34 will read as follows:

"Rule 34. Any party feeling himself aggrieved by the decision of the Committee on Grain, or the Carlot Committee, in the interpretation of these rules, shall have the right to appeal to the board of managers of the Produce Exchange; and no change shall be made in these rules by the Committee on Grain before submitting the same to a meeting of the Grain Trade properly called, at which twenty shall constitute a quorum."

The following amendments to the rules of the Grain Trade to govern the purchase and sale of grain and feeds in car lots were adopted at the same meeting:

"Rule 38—Section I. The term 'immediate

the contract outright, as the seller may elect, twenty-four hours' notice having been given by the seller of his intention and election.

"Sec. VI. In the case of failure on the part of the seller to ship goods within contract time after receipt of shipping directions, the buyer shall have the right either to cancel the contract outright or to purchase for account of the seller, as the buyer may elect, at least twenty-four hours' notice having first been given by the buyer of his intention and election, but no cancellation can be made after cars have been loaded and shipment actually started, regardless of the time elapsed from the date of contract.

"Sec. VII. In all sales of grain and feeds in carloads for future delivery, a carload of oats shall be deemed to contain 1,500 bushels; of corn, 900 bushels; of wheat, 800 bushels; of rye, 800 bushels; of barley, 1,000 bushels; of mill feeds in sacks, 40,000 pounds; of mill feeds in bulk, 30,000 pounds.

"Sec. VIII. On all sales of grain and mill feeds in carlots for future delivery, unless otherwise specified, the shipper shall furnish for each car a certificate of weight issued by a weighmaster, who is an official appointee of a recognized commercial body, or of the state in which the grain or feed was weighed. This certificate shall be the basis of settlement between buyer and seller.

"Sec. IX. On all sales of grain for future delivery, except sales by sample or on private terms, the shipper shall furnish a certificate for each car,

which shall set forth the character or quality of the grain, in accordance with the stipulations as to such in the contract; and which certificate shall be issued by an inspector or sampler, who is an official appointee of a recognized commercial body."

CHICAGO BOARD OF TRADE ANNUAL.

The annual meeting of the Chicago Board of Trade was held on January 14. The only business was the reading and reception of the report of the board of directors, and the annual message of the president; but the attendance was exceptionally large.

The directors' financial statement for the year ended January 7 showed receipts of \$263,424.11 and expenditures of \$242,710.27, leaving a balance of \$20,713.37. The extraordinary expenses for the year included \$35,000 for lawsuits and the anti-busketshop campaign. As to the latter, the board says:

"Of the twenty-five bucket shops which were flourishing in Chicago on August 1 last, but one now remains, and this is temporarily protected by an ex parte injunction. As a consequence of the suppression of these concerns, many bucket shops in other places have been closed.

"The Board has a legal right to refuse its quotations to all persons, firms, or corporations who desire them for unlawful purposes. Supported by decisions [of Judges Tuley and Kohlsaat] the Board refused, and still refuses, its quotations to any and all telegraph and telephone lines that will not expressly agree that they will not furnish such quotations to bucket shops.

"At present the Board is deriving a revenue from its quotations at the rate of \$10,000 a year net."

Dues for current year are fixed at \$50 per capita. The membership numbers 1,803.

President Warren, who had accepted renomination only with the understanding that the policy of the past year should be considered as the keynote of the future, and was re-elected on that platform, had shaped his annual address on the same lines. Referring to the reform movement of the past year he said in part:

"There is not a shadow of doubt in my mind that the twenty years' acquiescence—or at least feeble and spasmodic opposition—to the bucketshops had degraded us in the eyes of the public, the bar and press, until by common consent we came to be regarded as tarred with the same stick, but there has been a decided change in our Board during the last year. Shall we keep the ball rolling—keep up the campaign of education—or shall we fall back on the unfortunate record of the past? Having set our faces in the right direction, we will press on to the rich heritage which is unquestionably ours if we desire it.

"If the history of the last year proves anything it proves that Chicago is unquestionably and preeminently the world's market for the producer, the consumer and the speculator. The record of initial sales is 360,000,000 bushels, while the volume of speculation is indicated by the clearances of \$62,000,000.

"The one conclusion forced upon me is that the firmer and more unhampered the stand we take for a high standard of commercial ethics, for legitimate trading methods, for honest pay for honest service, the greater our reward. The all-important means to this end is found in our rules as amended during the last year. Under these rules a loyal member would as soon think of highway robbery as juggle a trade—he would as soon attempt to pass counterfeit money as tender counterfeit grain on a trade.

"The loyal and well-meaning members will endeavor to keep within the dead line established by these rules, and not experiment on how far they can step over the line without detection. They will observe the spirit as well as the letter of the rules, and others, if unfortunately we have such among us, must do so."

Continuing on general lines, President Warren said:

"Among the pressing subjects demanding our attention during the ensuing year may be enumerated the enactment of the so-called Cullom bill amending the interstate commerce law; the repeal of the unjust war taxes, now that the emergency for their imposition is passed; the lowering of the tunnels and the improvement of the Chicago River to avert the threatened embarrassment of our shipping interests, and the amendment of the railroad and warehouse laws to correct abuses in the present system.

"The department of registration and inspection of the railroad and warehouse commission must

be removed entirely from political influences. Certain unfortunate events of the last year emphasize the necessity of this in no uncertain way. A year ago I called attention to the fact that not a bushel of grain leaves this market without private inspection. This is still true and should be comment enough. That the certificate of inspection of the state of Illinois is not worth the paper it is written on is not only a disgrace to the commonwealth, but a direct menace to the interests of every producer and dealer in grain. The department of registration and inspection should be strictly under civil service rules and under the supervision of this Board.

"We can make this Board and its business whatever we will, but to accomplish results we must keep everlastingly at it, remembering that in the universal economy there is no such thing as standing still and that the moment we cease to advance we begin to go back. I think we may fairly congratulate ourselves on the better tone and improvement of our esprit de corps."

A NEW COMMISSION FIRM.

The past month has seen two young men enter into the grain receiving and shipping business on the Chicago Board of Trade, composing the firm of Van Ness & Wilson. Both are well known and popu-



G. B. VAN NESS.

L. B. WILSON.

lar in grain circles, have clean records and above the usual average of Chicago ability and "I-willism" to recommend them to the trade at large. A sketch of L. B. Wilson appeared in this journal in a previous issue. His entire life has been spent in the grain business and during late years he has been traveling representative for Ware & Leland, up to the time of forming this new connection.

G. B. Van Ness made his first appearance in Chicago March 4, 1871, a little previous to the Chicago fire, and it might have been that, combined with his own personality, which has made for him so many very warm friends. He entered the office of Hemmelgarn & Co. October 1, 1885, and has been with the firm continuously since that time.

Both members of the firm need very little recommendation to the trade either in Chicago or in the country. Mr. Wilson has traveled in Illinois and the West for years, while Mr. Van Ness has been making himself acquainted with the needs and the conditions of the large terminal markets. Their combined experience will make a strong firm in the warfare for business, and the integrity which each is known to possess, a safe one.

The Maine Experiment Station at Orono has issued a valuable bulletin on "Oats as Grain and Fodder," in which the oat plant is discussed as to methods of culture and manuring, as a grain, and as hay forage and silage. It is sent free to residents of Maine on application.

THE INDUSTRIAL COMMISSION AGAIN.

That interesting body known as the Industrial Commission has renewed its inquisition into the grain trade of the Northwest, the hearing of witnesses taking place at Washington during the last few days of January. The testimony, brought all the way from Minnesota to Washington, "at enormous expense," as the show bills say, was in some respects original if not equally valuable.

Michael P. Moran of Graceville, Minn., was the star of the week. He is president of that combination of unique economists known as the National Grain Growers' Association, of which we heard more or less two years ago in Minnesota, when it was proposed by the Association to reorganize the grain business. He testified in substance that the track buyers of Minneapolis are virtually a unit, the price bid for wheat being "fixed by one governing head," and that there is only one Minneapolis company the farmers can patronize.

As to transportation, Mr. Moran was long. He said that "farmers claim the elevator combination

is assisted by the active supply of cars given them by the railroad companies, the refusal of many roads to grant sites to farmers' elevators and the rebates often given the line elevator on freight." This was interesting in a way; but Mr. Moran really came to the front only when he propounded the unique proposition that "experience has shown that a reduction of railroad rates for transporting grain benefited only the consumer of the surplus crop of this country, which was shipped to Liverpool. By this reduction, he claimed, the Liverpool seller was enabled to underbid his competitors, thereby causing a general fall in the price of wheat. He further stated that the Liverpool market sets the price of the domestic crop. As a remedy for this condition he favored the opening of a market in the Orient in order to induce competition. He opposed the building of the Nicaraguan canal, saying it would make a short cut for foreign countries to invade a commercial field. If it is to be built, he said, the countries benefited by it should construct it.

Having heard all this, the Commission hastily adjourned over two days in order to catch its breath, and on January 19 heard A. K. Tiesberg, secretary of the Minnesota Railroad Commission. He said in substance that during the past few years there had been many reductions in state freight rates, in some cases as much as 50 per cent; that there is now hardly a railroad station in Minnesota where there is not a farmers' co-

operative elevator; that so far as he knew, the farmers' elevators were accorded the same privileges and courtesies as the elevator companies. He thought that the Interstate Commerce Commission should be empowered to adjust discriminations in railroad rates.

S. H. Jumper of Aberdeen, S. D., testified to similar import, only more so; for he said he had never been able to find any evidence of rebates granted the elevator companies and that the farmer and the independent elevator had the same privileges and rates with the railroad companies as the largest elevator companies. He did not believe there was any elevator "combine," and he knew the farmers were prosperous and during the last four years had been paying off their mortgages.

WINNIPEG GRAIN EXCHANGE.

The thirteenth annual meeting of the Winnipeg Grain Exchange was held in January last, at which time the president's annual address was read, officers elected, etc. In his annual address President William Martin called attention to the fact that in 1887 the Exchange was organized in the basement of the city hall with ten members, paying \$15 each; there are now 116 members, and the entrance fee \$100. Of the first 100 members, obtained during the first fourteen months, thirty-seven are still on the rolls. In 1887 market quotations were received hourly only. The Ontario millers were, in fact, then masters of the situation, and no standards for Manitoba wheat were made because those recommended by this Exchange did not meet the approval of Toronto. Among other things, Mr. Martin said:

The question of transportation bids fair to continue to be the most important one in the coming years. We have seen in the past twelve years the cost of carrying wheat from the prairie to the seaboard reduced nearly 50 per cent. A reduction of 33 per cent on the present rates in railroad freights to the lake ports alone is promised us in the near future as almost a certainty, and this, with a further reduction owing to the continued improvement in lake carriers and the further enlargement of our canal system, will bring us nearer the European markets than would have lately been thought possible, even by those who dreamed that prosperity for Manitoba would be reached only by way of Hudson's Bay.

Referring to the new grain act, which has regulated the handling of the last crop, he said:

It was a tribute to the importance of the grain trade, and to the growth of our Exchange, that the principles under which we have worked for these past years should have been codified in the grain bill and marked by the approval of the government. For, after all, there is nothing very new in the act. I find in the first council's report twelve years ago a recommendation for the adoption of one of its principal features—the appointment of government weighmasters at Fort William, and many other of its provisions are simply the results worked out by the trade through years of experience. While some of the provisions of the act bear somewhat severely on the trade, grain dealers generally have accepted the situation and have endeavored loyally to work in strict accord with both the letter and the spirit of the law. For the first time they have a tribunal to appeal to, where they may have vicious and ignorant charges of dishonesty and ill-treatment investigated by an impartial government official sworn to properly perform his duty without fear or favor.

Mr. Martin recommended that the number of grades of wheat be reduced to correspond with the number and specifications of the Duluth grades. This reform would, he thought, alike benefit the farmer and simplify the handling of the crop. He adds:

The change of the headquarters of the Manitoba inspection division from Fort William to Winnipeg, in the second year of its existence, has proved most satisfactory to the trade, and none, I think, would wish a reversion to the old system. One further improvement in connection with this would be the making of Winnipeg an order point, or terminal division, in the handling of our wheat. This would be of great benefit to Winnipeg, as it would be the means of creating a sample market here similar to that of Minneapolis, and it is to be hoped that the Exchange will keep this in view now that the Canadian Pacific Railway Company propose to greatly enlarge their yards here, which will enable them more easily to give this concession to the trade.

As to other crops than wheat to be handled by

the Exchange, Mr. Martin anticipates a large increase in flaxseed. Barley, however, shows a continued decline, in spite of a good demand for high grade grain. For oats the Edmonton district bids fair to become the best producer in the Northwest, with quality something never before attained in Canada.

The following officers were all re-elected by acclamation: President, William Martin; vice-president, C. A. Young; secretary and treasurer, C. N. Bell.

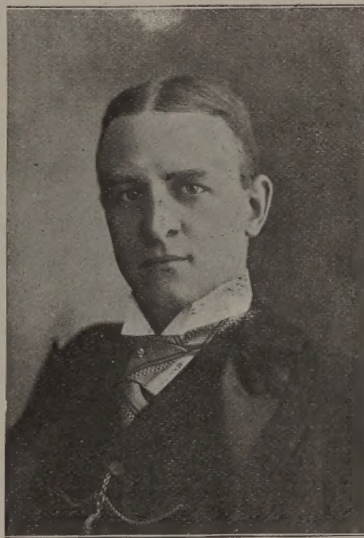
The following were elected to act with the officers as council of the Exchange: G. R. Crowe, John Love, Thomas Thompson, G. V. Hastings, W. L. Parrish, E. O'Reilly, Fred Philipps, T. B. Baker, Robert Muir, C. Tilt.

The following seven members were elected to constitute the arbitration committee: R. Muir, E. O'Reilly, C. Tilt, W. L. Parrish, G. R. Crowe, C. A. Young and S. Spink.

The appeal board was elected as follows: S. P. Clark, Thomas Thompson, F. Philipps, N. Bawlf, F. W. Thompson, H. S. Paterson, W. W. McMillan.

PRESIDENT JAS. E. RUNDALL.

James E. Rundell, who, at the last annual meeting of the Toledo Produce Exchange, was elected president of that body, of which he had previously



JAMES E. RUNDALL.

been treasurer, is a member of the firm of W. A. Rundell & Co., a house founded in 1877 by W. A. Rundell, who, on his death, in 1894, was succeeded by his sons, Frederick W. and James E. Rundell.

The firm has always been a popular one in Toledo and with shippers to that market, and the elevation of Mr. Rundell to the highest position of honor in the gift of the Produce Exchange is a merited expression of confidence in the firm as well as a tribute to his own high personal character.

INSPECTION AT MISSOURI POINTS.

The report of State Grain Inspector Goodding of Missouri for the calendar year 1900 shows inspections of cars of grain as follows:

Kind of Grain.	St. Louis.	Kansas City.	St. Joseph.
Wheat, number of cars....	16,467	12,215	2,944
Corn, number of cars....	13,442	3,696	1,622
Oats, number of cars....	5,110	1,097	76
Rye, number of cars....	370	84	12
Barley, number of cars..	76
	35,465	17,092	4,654

Grand total of cars inspected.....57,211

As compared with the year 1899 the report shows a net increase of 10,810 cars of grain inspected on arrival at St. Louis during 1900; at Kansas City a net increase of 1,401 cars and for St. Joseph 2,840 cars, showing a total net increase of 12,249 cars of grain over 1899.

Inspections of grain in sacks on arrival at St. Louis were: Wheat, 507,133; corn, 10,001 sacks, being a decrease over 1899 of 335,362 sacks.

The cash receipts were \$44,161.80; expenses, \$35,368; leaving on hand \$8,793.

The charge for the inspection of a car of wheat is 50 cents in St. Louis. Formerly the carload was about 650 bushels of wheat. Now the carload averages about 850 bushels, the saving to the owner being about 17 cents per car.

OHIO GRAIN DEALERS' ASSOCIATION.

Secretary J. W. McCord, 358 North High Street, Columbus, Ohio, has issued a circular to the members of the Ohio Grain Dealers' Association, in which he says that "judging from the good reports we get from all sections, we are led to believe that the corn crop of 1900, so far, has been handled with a far better margin of profit than that of any former year. There has been no 'blowing of trumpets,' no great demonstration, but a quiet feeling of satisfaction with the results of the business, and a closer bond of confidence and good will among dealers prevails generally all over the state. Our dealers may be said to be 'sawing wood and saying nothing,' and incidentally making money." So much for organization in Ohio.

Of course it is not always or everywhere thus. The swine of the trade are not all gone out of Ohio, and the sheer inability of the Association to protect the regular traders against them is a matter of regret to the officials and a trial of the faith of the members. The loyalty of the latter is, however, most encouraging to the officers.

The committee is now working on arrangements for the 1901 annual meeting, which it is expected to hold at Niagara Falls in the latter part of May. This meeting will be held in connection with a few days' visit to the Pan-American Exposition, to be held at Buffalo, and there is sure to be a good turnout and a pleasant time.

Among the lines of important work outlined for 1901, in which the official board ask the coöperation of the members of the Association, is the following:

"Effective measures to be provided and executed for the extermination or serious embarrassment of scoop-shovelers and dealers who oppose and antagonize the interests in general of the Association or its individual members."

"Effecting a closer relation with Ohio and eastern track buyers, receivers, exporters and commission houses whereby the business of the regular shipper will be protected, and the business of scoop-shovelers and irregular dealers and that of the opposing element be refused."

"To arrange for the buying of ear corn by the hundred pounds, on and after October 1, 1901."

"To decide on some definite and concerted action with the transportation lines with reference to the unusual delays in transportation which have been the cause of serious loss on shipments of new corn during the movement of the present crop."

"Please bear in mind these subjects will be up for discussion at the annual meeting and members are asked to be prepared to say something at that meeting that will assist the Association in solving these problems."

OKLAHOMA GRAIN DEALERS.

The Grain Dealers' Association of Oklahoma and Indian Territory met in annual convention at Kingfisher in January, with a large attendance.

The principal questions discussed were transportation and inspection of grain. Some strong points were made in favor of the latter and none against it; in fact, all were a unit on that question. The inspection by a home man, it was decided, has proven to be of great value to the grain grower and shipper.

Officers for 1901 were re-elected as follows: Henry Lassen, El Reno, president; F. B. Stevens, Purcell, vice-president; C. T. Prouty, Kingfisher, secretary-treasurer.

In the evening a banquet was given the visitors at the Kingfisher Hotel.

Send us the grain news from your county.

MEETING OF ILLINOIS VALLEY GRAIN DEALERS' ASSOCIATION.

The Illinois Valley Grain Dealers' Association started the year well by a good meeting, held in the Harrison House Parlor, La Salle, on the evening of January 31.

President Kilduff called the meeting to order at 7:30 p. m., and Secretary Dunnaway read the minutes of the meeting held December 27, which stood approved as read.

The chair asked for expressions from members as to how they were satisfied with the plans on which the Association had been working during the month. Nearly all expressed themselves as well pleased during the period, and that, judging from first effects, the outlook promised well for the future. It developed that the principal complaints originated from causes due to non-members or elevators not in the Association, and steps have been taken to induce these to join the Association as soon as possible.

George Beyer of De Pue summed up the situation by saying that he would be satisfied with the grain in his territory, and that, in order to be successful, the rules of the Association in these respects should be observed by everyone.

President Kilduff announced as a subject for discussion "anything for the good of the order."

William Hirschy, Spring Valley, thought an invitation ought to be again extended to dealers to become members of the Association and later this invitation was again presented.

B. F. Walter, traveling representative of the Illinois Grain Dealers' Association, said he had expected to see a larger number present, and that he had given new names to Secretary Dunnaway of those who might be expected to join the organization. He said that dealers who joined the local branch would also have the support of the state Association. He did not think anyone should hesitate regarding the question of becoming members.

G. A. White said he had called with Mr. Delaney upon firms which the Association wished to include in their membership. He also strongly advised extending a warm invitation to the dealers along the Alton road to become members.

One of the dealers on this road who was present said he was anxious to join the Association, but did not think it advisable until other firms along the road were also ready to come in.

A prominent dealer spoke of two Chicago firms who had been his worst competitors, whom he was anxious to see get into the Association.

William Hirschy: I am of the opinion that Chicago commission merchants, as well as all others who are in this territory and not members, should join with us. It will be better for the entire trade.

A general discussion took place over the city in which to hold the next meeting. It was finally decided that it should be held on the Alton road; whereupon Mr. Kreider moved that the next meeting of the Association be held February 28 at 8 p. m., at the Plumb House at Streator. The motion prevailed.

Mr. Hogan moved that, in order to give the press a concise report of the proceedings of the meeting, with as little trouble to reporters as possible, the chair appoint a press committee of three to prepare such a report for publication.

Mr. Kreider amended the motion by moving the appointment of F. J. Delaney, the president, and the secretary. Carried. After a short recess the meeting adjourned.

NOTES OF THE MEETING.

F. J. Delaney is a "reformed" newspaper man.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

C. E. Douglas wishes to know where that extra half-cent is being spent by dealers.

Apply to Churchill-White Grain Co. when you want an extra quality of seed oats.

William Hirschy wants the secretary to keep still more busy writing down names of new members in the Association.

Some interesting literature on the Brunner Ele-

vator Engine, manufactured at Peru, Ill., was circulated among the dealers.

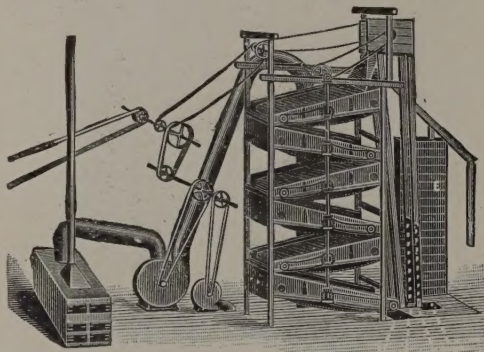
Commission men in attendance included Arthur R. Sawers and R. T. Harrington, of the Calumet Grain & Elevator Co., Chicago; A. E. Wood, representing E. W. Bailey & Co., Chicago; F. J. Delaney, representing the Nash-Wright Co., Chicago; G. A. White of Churchill-White Grain Co., Chicago; G. P. Stockdale, representing E. W. Wagner, Chicago.

Among the grain dealers who attended were W. W. Sale, Grainry; J. F. Kilduff, La Salle; O. T. Wilson, Morris; Geo. C. Dunnaway, Utica; M. G. Hogan, Seneca; H. W. Booth, Leonore; W. G. Wilson, Lonest; F. M. Shaw, Ladd; W. E. Kreider, Tonica; W. D. Winter, Garfield; Peter Eshbach, Leonore; Robert Kelso and F. M. Ream, Lonest; C. E. Douglas, Ottawa; W. M. Hirschy, Spring Valley; J. J. Matern, Tonica; W. D. Holly, Peru; John Martin, Ladd; George Beyer, De Pue; B. F. Williams, Sheffield; John Carlin, Utica.

MEY'S IMPROVED CALORIC GRAIN DRIER.

This drier is constructed to use simultaneously the two principles of successful drying, to wit, heat and motion. The cut shows that the drier consists of a series of hollow pans, the number and size of which are regulated by the capacity desired.

The grain to be dried is deposited by means of elevator A upon the uppermost pan, and by con-



MEY'S CALORIC AND FRIGORIFIC GRAIN DRIER.

tinuous movement passes to the end of the pan, when it drops to the one below, and so on until it reaches the receiver underneath, from whence it is elevated by the same elevator on the uppermost pan, continuing the movement until the grain is dry, which is from one to four hours, according to the quality of grain to be dried. It is then carried by elevator B to the cooler, and when cold to the place of storage or shipment.

Each pan is from 12 to 14 inches deep, made of sheet iron and lined with brick. The top is an endless apron constructed of perforated slats, which are fastened to a chain belt and overlap each other, allowing a space between. By means of a fan, which draws it from the heating apparatus, heated air is forced into the hollow space of the pan with a pressure from one to four ounces, subject to such variation as may be desired. This air being forced into the hollow space can only escape through the opening of the slats into the grain. When the grain falls from one pan to another, the position of the grain is, of course, changed, and this continual mixing gives the grain an equal drying, as well as polishing it, while the pressure with which the hot air is forced through the slats and through the grain is sufficient to carry off all moisture. A thermometer is attached to the air pipes, enabling the operator to ascertain at all times the temperature and to carry a uniform degree of heat, which is of primary importance in drying grain. The movement of the pans can also be regulated so that the grain can be kept on the pans any length of time desired. In brief, the points claimed for this drier may be summarized as follows:

1. Economy of operation and simplicity.
2. The method of agitation and releasing of moisture; the constant running over polishing and

producing a bright appearance which makes grain salable.

3. The grain after being dried has a plump, natural look, instead of being shrunken as when kiln dried.

4. The grain weighs more per bushel when dried by this method than by the old-fashioned kiln-drying.

5. In the drying of warm or hot corn or damp wheat this method gives a perfectly natural appearance to the grain when finished.

6. The drier can be regulated to dry continuously, the grain being finished by running once over the drier. This is very important to elevator owners and shippers.

7. There is no danger of the grain ever getting out of condition on account of heating after being put on this drier and finished.

8. One great point in favor of this drier is that it will dry; not only slightly damp grain but grain that has been soaking in water from three days to three weeks, or any time.

This drier will dry all kinds of grain and also brewers' spent grains, distillers' slops and starch factory and sugar house wet by-products. The manufacturer, F. H. C. Mey, Buffalo, N. Y., will send all information desired.

FARMERS FOR ELEVATOR LAW REPEAL.

During the January "farmers' school" at the Agricultural College of the University of Illinois at Champaign, a convention was held on January 22, of Illinois corn growers and stockmen present at the two weeks' session of the "school." They came from a large number of counties of the state and represent the best type of Illinois farmers, as well as numerous farmers' associations. At this convention, of which C. L. Whitnake of Canton was secretary, the Illinois Grain Dealers' Association was represented by President B. S. Tyler and S. H. Greeley of Chicago.

At the conclusion of a most interesting program on which were representatives of the Illinois Corn Growers', Illinois Live Stock and Illinois Beet Sugar Associations, as well as the Illinois Grain Dealers' Association, Mr. Tyler introduced the following resolution:

Whereas, For a number of years past public grain warehousemen of Class "A" in Chicago have been dealing in grain in elevators in charge of such warehousemen; and

Whereas, The Circuit Court of Cook County and the Supreme Court of Illinois have declared that such dealing has produced a practical monopoly of grain in Chicago, against public policy, resulting in depressed prices, detrimental to producers and shippers and in restraint of open trade and commerce; and

Whereas, The Fortieth General Assembly of Illinois legalized such dealing in grain, which law the Circuit Court on January 10th, last, declared unconstitutional; therefore, be it

Resolved, That the corn growers and stockmen in convention assembled at Champaign, Ill., January 22, 1901, request the repeal of that portion of the Illinois railroad and warehouse law granting such privilege to warehousemen of Class "A", and request the present Assembly at Springfield to adopt an amendment to said law, making it a penal offense for such warehousemen to deal in grain.

After a brief discussion, the resolution was unanimously adopted.

INDIANA CORN GROWERS.

The Indiana Corn Growers' Association, at its second annual meeting, revised the score card, making the standard of measurement for an exhibition ear of corn not less than eight inches in length and two and one-quarter inches in diameter, for any part of the state, instead of nine, ten and eleven inches for the north, central and southern parts of the state, respectively, as formerly.

The election of officers resulted as follows: President, A. O. Lockbridge of Greencastle; vice-president, L. V. Clore, Franklin; secretary and treasurer, H. F. McMahon, Franklin.

The Association will hold a summer meeting, when a suitable time for the holding of a corn fair will be determined.

NEW TERMINAL ELEVATORS.

The Canadian Northern Ry Co. has let a contract to J. A. Jamieson of Montreal for the erection of a new elevator at Port Arthur, Ont. The capacity will be 1,500,000. It will be practically fireproof and cost about \$350,000. It will be ready for use by next September.

It is a railroad rumor that of the \$10,000,000 which the Burlington Route expects to expend in improvements, \$1,000,000 will be devoted to the construction of transfer yards and the erection of another big elevator outside of Chicago in order to facilitate the handling of through traffic.

The Chicago, Milwaukee & St. Paul Ry. Co. officials have in contemplation a complete remodeling of their Elevators A and E at Milwaukee. If anything is done, the houses will be modernized to increase their handling capacity. The work contemplated will cost between \$50,000 and \$60,000.

It is reported from Minneapolis that a company, called the Electric Steel Elevator Company, will be organized in that city by C. E. Thayer, Jas. Quick and L. S. Gillette of Minneapolis and Edward Everette of Waseca, Minn., to build a 1,500,000-bushel steel elevator. The site proposed is said to adjoin or be near the Christian Mill in Southeast Minneapolis.

In spite of many newspaper reports of the most positive character to the contrary, the C., H. & D. Ry. Co. has not yet come to a decision with reference to rebuilding the company's elevator at Toledo. The company's agents have been thinking seriously of doing so, and have even had several conferences on the subject, as well as looking into the system of steel cylinder elevators now in operation. This is as far as the matter has gone, however.

Geo. M. Moulton & Co., elevator architects, Chicago, are making the plans for a 2,000,000-bushel elevator at Weehawken, N. J., for the New York Central & Hudson River R. R. It is expected work will be commenced on the elevator about April 1. It will be fireproof throughout and driven by electric motor. A new pier will be built for its accommodation, 870 feet in length. With the new elevator the railroad will have a total capacity of 5,000,000 bushels.

The Consolidated Elevator Company of Duluth will remodel Elevators B, D, E and H in order to lessen their fire risk. No fires have ever occurred in the company's property, save one, many years ago, originating outside the company's holdings, but the insurance companies have recently raised the rates on all the elevators. The alterations will be in the direction of a complete system of dust collectors, additional fire mains, sprinklers, and other forms of fire-fighting appliances. The cost will be \$15,000 or more.

The Buffalo Elevating Company has let the contracts for an elevator to have 1,250,000 bushels' capacity. It will be 75x275 feet in size and 170 feet high, and of fireproof construction. The bin floors will be of expanded metal, the ground floor of granolite and the others of steel. There will be two movable marine towers, two canal legs, and four in-stores and four out-stores. The operating power will be electricity, about 1,000 horsepower being required. Ten tracks will be laid to facilitate the loading of cars.

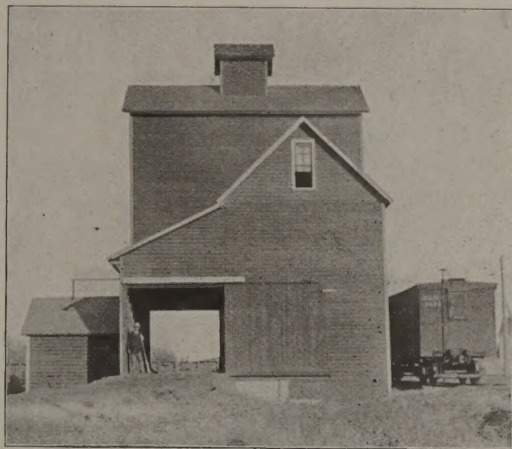
The plans for the new elevator of the Great Eastern Elevator Company at Buffalo were filed with the bureau of buildings on January 24. They were made by the Steel Storage and Construction Company of Buffalo, and provide for a house having a storage capacity of 2,201,020 bushels and a handling capacity of 30,000 bushels per hour. The main building, to be built as far as possible upon the foundations of the old building, is to be 185 feet long by 85 feet wide and will contain 68 steel bins. The marine towers will each have a leg capable of handling about 15,000 bushels of grain an hour. Five outside circular steel tanks will be 50 feet in diameter and 80 feet in height, and five will be

56 feet in diameter and 80 feet in height. The 68 bins will have a capacity of 11,350 bushels each; five of the tanks will have a capacity of 630,000, and the other five a capacity of 800,000 bushels. Concrete floors are to be used in the elevator proper and also in all of the bins. The power to be used is electricity.

The money for building the new Grand Trunk Elevator at Portland, Me., has been provided by local financial companies, which place \$300,000 on the new plant at 3% per cent, \$7,000 of the bonds to be retired annually until all is paid. The building will have a capacity of 1,500,000 bushels. The plans and specifications are now being made by John S. Metcalf & Co., engineers and elevator builders of Chicago. The equipment will include a conveyor system about 3,000 feet in length, so arranged that vessels can be loaded in three different slips. This is the third elevator of the Grand Trunk Railway in Portland, giving a total storage capacity of 3,000,000 bu.

R. WHISLER & SON, FARRAGUT, IOWA.

R. Whisler & Son of Farragut, Iowa, whose elevator is shown in the accompanying engraving, say that while they have a pretty handy house, all things considered, yet they do not consider it as per-



R. WHISLER & SON'S ELEVATOR AT FARRAGUT, IA.

fect as it would have been if they had made the original plans for themselves. The elevator was built in 1898, but was remodeled by its present owners in May, 1900, who had to make the best of the materials they had to work with.

The main building is 68x18 feet in size and 20 feet to the eaves. This height is not great enough to meet the owner's ideas, and they would, were they building originally, increase it and also change the roof. That portion of the building over the driveway is 34x12 feet in size, the extreme height of the building being 45 feet, while the engine room is 12 feet square. The building is of the cribbed pattern and is inclosed with drop-siding; 4-inch flooring is used in making the bins. The engine room is also ceiled with the same flooring. There are two shipping bins in the large cupola, one holding a 40,000-pound car of grain and the other a 30,000-pound car. There are also nine storage bins holding 10,000 bushels. The storage bins all spout back to the elevator boot.

The two dumps, both of which are double, having a partition and dividing board for two kinds of grain, have a capacity for 1,250 bushels of grain, making the total capacity of the elevator 12,500 bushels or 25 carloads. One dump is used as a shelled corn or small grain sink, from which a 12-inch screw conveyor takes the grain to the boot. The other dump is hopped into a No. 4 Western Corn Sheller. A 10-inch screw conveyor brings the grain from the storage bins at the farther end of the building to the boot for re-elevation to load. A No. 0 Cornwall Corn Cleaner in the cupola is used to separate the corn and cobs and also does good service as a small grain cleaner. There is a one-stand elevator with 12-inch belt and 11x7-inch cups placed at 15-inch intervals, which elevates 1,250 to

1,500 bushels per hour. At the elevator head is a steel distributing spout with which grain can be run from the working floor into any bin or to the cleaner.

The machinery is run by a 12-horsepower Fairbanks-Morse Gasoline Engine. The power is carried by a belt running just under the dump floor across to the main line shaft just below the floor of the main building. Above the driveway are located the cob house, chaff house and a husk house, the husks being separated from the cobs by a suction fan attached to the cleaner.

The points found to be most convenient about the building are these: It is easily operated by one man; it has excellent facilities for recleaning, mixing or transferring from one bin to another; cobs, husks and chaff are easily loaded into wagons; it has a low driveway and no belts or machinery in sight to scare horses.

Farragut usually ships about 500 cars of corn annually from this and one other elevator. But very little wheat or oats is handled. Whisler & Son handle stock and hay as well as grain. The town is located in the celebrated Nishna Botna Valley, than which there is no more fertile or better farmed district in Iowa.

[For the "American Elevator and Grain Trade."]

HANKLESPIEL ON TRACK SELLING.

BY RUBY HANKLESPIEL.

I am necessitated to acquiescent in mine friendt Galileo's idea dot der worldt moofs. It moofs in der space, it moofs in der morals, it moofs mit der knowledgeation, it moofs in der science mit der art, unt it moofs in der grain bizness. Ven mine friendts haf set to me dot der worldt has not moofed alretty in der grain bizness, I haf replissioned dot veneffer Ruby Hanklespiel has madt interencing into a bizness, dot it has gemofed, unt dondt you remember it.

I haf madt some infloocene to my mindt to magke der forerunninck wisdomings for der reasons dot der track puyer has set dot der grain bizness hat madt atwance, unt dot I shall no more do alretty yet some consigation of mine grain, but magke some selling of it py mine station outd. Den I puts mine brofits guvick mine pockets in, he set, unt trinks me a stein unt feels mineself dot I ownets a block in der city outd. Dot is alretty yet set to me py der track puyer.

Der gommision man he comes py mir, undt he explanations to me dot he is a protectionist. He says dot he looks himself something outd for mine bizness. Vicheffer is petter, has he interrogationed to me alretty, to magke selling of your grain to der gommision man who is himself your friendt alretty first, undt himself his friendt afterwards, or to magke some selling to der track puyer who is himself his own friendt first and afterwards your friendt if he magkes some discoverings dot he findts der time undt der obbortunity? Dot, he set to me, is alretty yet der imbortance of der questionings dot I must magke mineself sooner yet some settlements.

Den I haf gommenced some studdying in mine mindt outd. I haf rewolfed der questionings undt madt examinings from der various standtpoints. I haf set to mineself dot to trink der stein mit der moneys in mine pockets would pe a great bleasuring. But I haf also set dot it is fine to haf some friendts. It would magke me delighted in mine immaginationings to remembrance dot I hat some brotectionists thadt was looking themselves for mine interests outd.

Undt ven I haf fully rewolfed der situationings in mine mindt, undt haf madt der questionings look at me from der various corners outd, I haf lookt me at der grain dot I hat in mine elefator undt at der brices offered, undt I haf set: Ruby, ve vill not sell to der track puyer alretty yet, undt ve vill not do some consigation. Bel Gott, ve vill wait somethings for der rice in der brices.

Corn receipts at Duluth and Minneapolis have been comparatively liberal this season.

NEW YORK'S EXPORT SHIPMENT RULE.

Among the rules proposed in January for adoption for the regulation of the grain trade by the New York Produce Exchange was one providing that—

For sales of grain, in which by conditions of the contract, shipment is restricted to "Atlantic port or ports," the term "Atlantic port or ports" shall be understood to include the following ports upon the Atlantic seaboard of the United States: Boston, New York, Philadelphia, Baltimore, Newport News and Norfolk, and shipments from ports other than those named above shall not be good tender on such contract.

This rule would exclude Montreal, Quebec and Portland, Me., from the list of "Atlantic ports" and to a large extent tend, so far as mere rules can do so, to drive the grain hauled by the Canadian routes to Boston and New York.

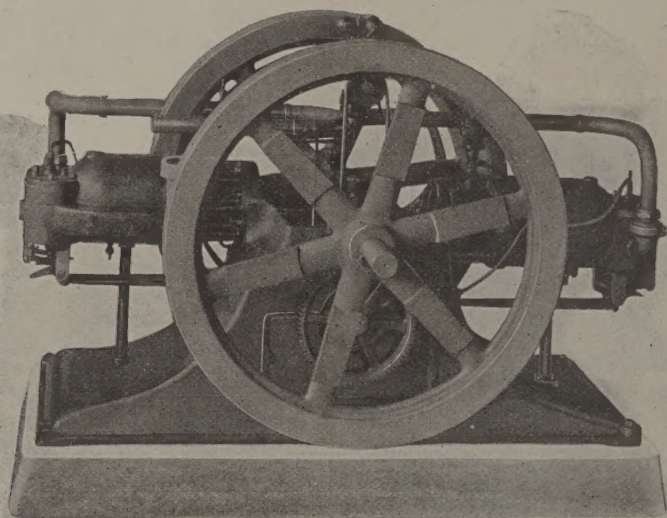
The cause for this discrimination, the supporters of the rule in New York contend, is the inadequate inspection and weighing facilities at the excluded ports. Foreign receivers have made complaint in both particulars on many occasions, they say, and the Montreal Trade Bulletin, referring to this matter in an editorial on January 11, corroborates the

not taken seriously. It is much harder to make rules than to prevent their becoming dead letters later on, and in view of the fact that western exporters are tending more and more toward independent operations, the shippers naturally seek the cheapest routes and those to them most satisfactory in other respects.

McMULLIN TWO-CYLINDER GASOLINE ENGINE.

The efficiency and economy of the gasoline engine is no longer in question. Its simplicity and freedom from the dangerous characteristics of the steam engine have brought it into the broadest notice, and caused it to supplant the steam engine in many places where small or medium-sized powers are wanted. Even the windmill of the farm is giving place for purely power purposes to the gasoline engine, while in country elevators and feed mills the steam engine is rapidly becoming a has-been. Given a good carburetor and a sure igniter, there is no more reliable or satisfactory machine than the gasoline engine, the electric motor not excepted.

The McMullin Motive Power and Construction Company, Royal Insurance building, Chicago, manufacturers of the McMullin Two-cylinder Gasoline



THE McMULLIN TWO-CYLINDER GASOLINE ENGINE.

statement from facts coming to its own knowledge independently of American sources no less than a year ago, but as the local trade made light of the complaints and supported the local inspection, the Bulletin, upon assurances that the charges of lax inspection were unfounded and upon the plea that the publication of the letters would "injure the trade of the port," contented itself with private replies to its British correspondents "exonerating our inspection from blame." The wisdom of this course may or may not be now apparent.

Protest against the rule was made by the Montreal Corn Exchange in New York by E. T. Craig, president, who had to admit that foreign buyers were obliged to stand losses resulting from the cleaning, which, because of the imperfect facilities of the elevators and floating elevator system, is done after the grain is weighed out and not before, so that there is certain to be a shortage on the other side on every shipment. He told the New Yorkers, however, that efforts are now being made to reorganize the elevator service of Montreal in a way to correct the deficiencies complained of, and on his recommendations the New York Produce Exchange deferred action for one month (February) in order to give Montreal an opportunity to revise its inspection department and place it on a proper basis.

As to Portland, Me., the Board of Trade of that city and A. G. Reeve of the Grand Trunk Railway represented to the Produce Exchange that a practical inspection system has just been established, and asked that the discrimination be removed.

In the West, the proposed action by New York is

Engine, claims for that engine a degree of development worthy the reader's special attention. The two cylinders are arranged in a horizontal position on either side of the crank shaft and perfectly balance the engine in weight and in power generation. They substantially do away with vibration, at least, to such an extent that these engines, of from two to ten horsepower, can be safely set on a good floor without a specially prepared foundation. The fuel is fed to the carburetor by a pump, the carburetor being supplied with an overflow valve and conductor, thus regulating accurately the quantity of gasoline used. The fuel mixture, properly governed, passes from the carburetor to the explosion chamber, where it is fired by an electric jump spark. The make and break of the electric current is sure because it is made by the countershaft, which is positive in its action.

This company proposes to furnish to its patrons an engine that is sure in its operation, and high-grade in construction, that gives a greater horsepower than rated and in every way supply the demands of elevator owners who want a power that can be relied upon at all times. The company invites correspondence.

William Peterson, Limited, of Newcastle-on-Tyne, will place a few of their turret steamers on the upper lakes this year. These boats will steam about thirteen miles an hour, and are the largest vessels of canal dimensions in the world. They are of 2,000 tons' capacity on a fourteen-foot draft in fresh water, and will carry 75,000 bushels of wheat though the Canadian canals.

PHILADELPHIA COMMERCIAL EXCHANGE.

The annual meeting of the Philadelphia Commercial Exchange was held on January 29 with about 300 members present.

The directors in their annual report, among other things, said:

While there has been no very marked increase in the general business above recent years, we have more than maintained the volume of grain exports reached in 1898, when the exports of grain from this port exceeded those of any other year up to that time, and were more than treble those of 1896; an increase of over four millions of bushels over the previous year, and over three millions of bushels above the year 1898. This makes the year 1900 the banner year in export of grain from Philadelphia, with a total of 45,836,107 bushels exported, and is certainly good reason for congratulation to those interested in the commerce of the port of Philadelphia.

It is very gratifying to know that our standard of grain inspections are kept to such uniform grade that our export cargoes are giving universal satisfaction, and being appreciated by foreign buyers. For this reason our shipments should continue to be in demand.

It may be a source of pleasure to learn through your president, who during the year visited the London, Liverpool and Glasgow exchanges, and interviewed many purchasers of our grain which had been exported to these markets, that our shipments are looked upon with favor. Replying to the inquiry, "How are you pleased with the quality of grain shipped from Philadelphia?" the answer was invariably, "Entirely satisfactory." As to the general treatment of orders placed in the hands of our merchants, the reply was that they could not expect better treatment anywhere than they had received in Philadelphia.

Following the reading of the report the Exchange went into an election of officers for 1901, the results of which were as follows: President, Charles Dunwoody (re-elected); vice-president, E. H. Price; treasurer, Charles J. String; directors, George S. Jackson, Watson W. Walton, Nathan Sellers, Gustavus Schuck, A. C. Kerr, Frank Richards.

ERIE CANAL PROSPECTS.

Governor Odell recently met a number of New Yorkers interested in Erie Canal improvement at New York; and after listening to their arguments, intimated that he would have something to say to the Legislature of the state of New York on the subject at this session. Among those who favored enlargement of the canal were Henry B. Hebert, chairman of the Canal Association of Greater New York; Alfred Haines, president of the Merchants' Exchange of Buffalo; ex-Senator John Laughlin of Buffalo; Wm. A. Rogers of Tonawanda, representing the iron and steel interests of Buffalo; Gustav H. Schwab of the North German Lloyd Line; G. Waldo Smith, president of the Grocers' Association, and John D. Kernan.

Mr. Schwab, among other things, said: "There is no demand for a ship canal capable of navigation by vessels drawing from twenty-five to twenty-eight feet of water. That is a chimera. A lake vessel could not navigate the ocean, and vice versa. Neither could economically navigate a canal, while a canal vessel could not be utilized on either lake or ocean. The limit of speed in the Suez Canal is six miles per hour; on the Erie it would be about five; and it is idle to talk of vessels capable of going from fifteen to twenty miles an hour profitably navigating 400 miles of a canal at five miles an hour."

There are some signs of a concerted movement in the state to cultivate public opinion in behalf of the canal; but some of the good effects are dissipated by the continued agitation by ill-informed newspapers of a ship canal, "to enable ships of good size to go from Duluth to New York without breaking bulk," a tremendously expensive chimera, the fallacy of which Mr. Schwab has pointed out.

State Engineer Bond is expected to send very soon to the Legislature a report recommending a barge canal, with electricity for motive power. In this connection, Lieutenant-Governor Woodruff is quoted as having expressed the opinion that the Legislature would act favorably on the canal problem; but those who have ideas of Senator

Platt's power over the Legislature and the effect of his remark, "speaking for himself only," that he "questioned the wisdom of a large expenditure for canals right away," are not quite so sanguine as the Lieutenant-Governor.

ELEVATOR "C" OF THE CALUMET GRAIN AND ELEVATOR COMPANY.

The elevator plant of the Calumet Grain and Elevator Company at Ninety-sixth Street and the Calumet River, South Chicago, has been enlarged by the construction for the company of the elevator shown in the accompanying engraving, called Elevator "C." It adjoins Elevators "A" and "B," although neither of these houses is shown in the engraving.

This house, which was erected by the C. M. Seckner Engineering Company of Chicago, is a sub-

stantial iron-clad building with metal roof, and covers an area of 7,375 square feet. The height is 130 feet to the top of the cupola. The bin foundations are six concrete pier walls, used in preference to the wooden posts and stone basement piers used in the other buildings. There are sixteen bins averaging 13x17½ feet in size, constructed of 2x8's and 2x6's spiked, and have a capacity of 350,000 bushels. The working part of the house has eight shipping bins supported on heavy posts.

The machinery consists of two conveyor belts, each 75 feet long, one car puller, one power shovel and two elevator boots and tanks on the first floor. On the second floor are two Eureka Oat Clippers, one Eureka Separator and three Cyclone Dust Collectors. On the bin floor is a 75-foot belt conveyor 42 inches wide. On the scale floor are two Fairbanks Scales with garners on the floor above.

The older buildings of the company, Elevators "A" and "B," are substantial frame structures, covering 9,500 square feet. Their twenty-four bins average 12x16 feet in size, and rest on heavy wooden beams and stone foundation piers. The storage capacity is 200,000 bushels. The machinery consists of five elevators and tanks, five belt conveyors, two Monitor and two Eureka Oat Clippers, eight Dust

Collectors, two Barnard & Leas Manufacturing Company's Separators and two power shovels. The boiler and engine house is a one-story brick building, detached and standing forty feet south of the elevators. It has two tubular boilers and 600-horsepower engine, with appropriate boiler room fixtures, including a lighting dynamo of 90 lights' capacity.

For fire protection, the plant has a fire pump, 18x10x12 inches in size, or capacity of 1,000 gallons, with 2-inch suction hose and 8-inch discharge. There is a 2½-inch standpipe with connections and fifty feet of 2-inch hose on each floor. The water supply is drawn from Calumet River. Besides this apparatus, there are eighteen Miller No. 2 Chemical Extinguishers, fire axes, standard metal waste cans and barrels of water and fire pails in profusion on every floor throughout the entire plant. A night watchman and also six Chicago telephone watch service boxes are located on the premises. There is

a check upon what the inspector calls "the fraudulent inspection" which Oklahoma dealers have had to submit to heretofore at Texas and other state terminal markets.

The inspector asks for amendment of the law restricting the number of assistant inspectors to three, that number not being enough for the work.

THE DENVER RATE DECISION.

The decision of the Interstate Commerce Commission in January of what is known as the "Denver Rate" case, is important because of the principle announced, as well as interesting from the theoretical side of rate making. Officially the case is known as *Geo. J. Kendel et al. vs. the A. T. & Santa Fe Ry Co. et al.*, and involves the legality of greater freight charges to Denver than to San Francisco from Missouri River and points east; greater freight charges from Denver than from Missouri River and points east to San Francisco; greater freight charges to Denver than to Missouri River and points east from San Francisco; greater freight charges from Denver than from San Francisco to Missouri River and points east.

A comprehensive abstract of the decision is made by the Washington Times, as follows:

The circumstances and conditions affecting transportation, including the effect of water competition in both directions between the Pacific Coast and the Atlantic seaboard, the competition of markets, the physical condition of the lines, and the condition of the carriers themselves, are considered at length in the opinion. Water competition fixes the rate between New York and San Francisco, and the carriers, in pursuance of their own interests, have recognized the desire of Chicago and Missouri River points to do business on the Pacific Coast, and for that reason they have given to Chicago and points on the Missouri River a rate in no case higher and in many cases lower than obtains at New York. The Commission says if these railroads have carried the rate which water competition fixes 1,400 miles from the Atlantic seaboard they must not stop there. Neither the desire to do business nor the right to do business ceases with the Missouri River. Denver, a thousand miles west of Chicago, may demand the same treatment which its rival cities have received.

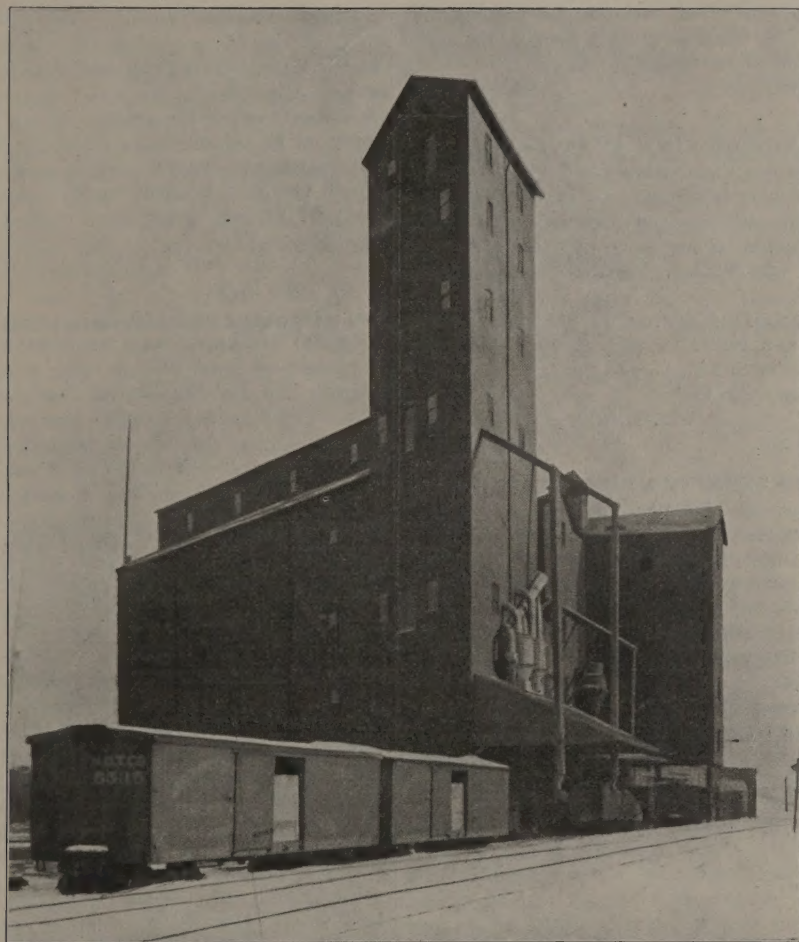
It is held by the Commission that the rates complained of are in violation of the fourth and third sections of the act to regulate commerce and that as matter of general application rates at Denver to or from the East, or to or from the Pacific Coast, ought not to be higher than those between San Francisco or other Pacific Coast terminals and the Missouri River or points East. While there are perhaps instances in both directions where higher intermediate rates may properly be maintained, no exception has been claimed as to any article west-bound.

In the case of eastbound traffic, the carriers' contention that the rate on sugar might be higher to Denver than to Missouri River is sustained, it being found that the circumstances and conditions governing the traffic are different when it is carried to Missouri River points than when it stops at Denver. The Commission also decides that Denver is not entitled by reason of its being nearer to San Francisco to a lower rate than that in force from the Missouri River. The decision is confined to the general situation, but the carriers are recommended to correct the injustice apparently resulting from rates on certain articles mentioned in the testimony, and the Denver Chamber of Commerce or any person interested is given leave to bring any specific complaint to the attention of the Commission.

A further ruling in this important case is that a railroad is not justified in discriminating against a community or an individual by the fact that the person or locality so discriminated against is not directly injured. The law declares that under like circumstances and conditions every individual, every commodity, and every community shall be treated alike, and the fact that they are not is a violation of law. The denial of a legal right is itself an injury.

It may be interesting for the reader to know that pending the controversy numerous concessions in rates in favor of Denver were made by the carriers, among which are changes making westbound rates apparently no higher to or from Denver than those in effect from Missouri River or points east.

The Industrial Journal of Bangor, Me., has reduced the size of its pages one-half and doubled their number. The new size is much more convenient than the old; and the change is sure to add to the popularity of that excellent representative of Maine's industries.



ELEVATOR "C" OF THE CALUMET GRAIN AND ELEVATOR COMPANY'S PLANT AT SOUTH CHICAGO.

besides a fire boat only 620 feet north of the plant, so that the security against fire would seem to be ample.

This is one of the busiest elevator plants in Cook County, year in and year out, and the owners have now under consideration an additional extension and increase of storage capacity in the shape of three steel storage tanks to be located on property some 67 feet east of the present plant. The combined storage capacity of the plant is now 350,000 bushels. H. Weber is superintendent of the elevators and Arthur R. Sawers manager of the receiving department of the company's business.

INSPECTION IN OKLAHOMA.

C. T. Prouty, territorial grain inspector, has submitted his annual report to Gov. Barnes of Oklahoma. He states that the number of cars inspected June 1, 1899, to Dec. 1, 1900, was 9,542 and of scales 175, for which the department collected \$3,609.70.

The law is based on those of Missouri and Kansas and makes inspection entirely optional. It has, however, in spite of the absence of terminal elevators within the territory, been found a benefit to farmers and dealers alike, because it has acted as

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

SHOULD STOP STORING AT ONCE.

Editor American Elevator and Grain Trade:—In regard to the storing of grain, will say that I never did store any grain and never will. I think it best for all that they stop storing grain at once.

Very truly yours, PETER ESCHBACH.
Leonore, Ill.

NO COMPLAINT ABOUT BIDS.

Editor American Elevator and Grain Trade:—Fortunately our business has not suffered any from parties getting track bids who are not entitled to them.

All is moving well here at present.
Yours truly, E. G. COLE,
Successor to Cole Bros.
Toulon, Ill.

NO IRREGULAR BIDDING.

Editor American Elevator and Grain Trade:—I do not know of any farmers in this locality receiving track bids, but if there were I think it would be very detrimental to regular dealers. I hope the time will soon come when the commission men will see it to their interest to bid only regular dealers.

Yours truly, G. H. CARTER.
Pekin, Iowa.

SHOULD APPOINT A MEMBER OF THE ILLINOIS ASSOCIATION.

Editor American Elevator and Grain Trade:—It is very important that we have a grain dealer on the Warehouse Commission, as the grain trade originates the majority of the freight tonnage in the state. That dealer should also be a member of the Illinois Grain Dealers' Association, as they have been very active in this matter and have very able men.

Yours truly, H. N. KNIGHT.
Monticello, Ill.

SOME IRREGULAR BIDDING.

Editor American Elevator and Grain Trade:—A certain firm of grain buyers are sending daily bids to R. Messersmith, a former grain dealer here. This same firm is also sending bids to several farmers in this neighborhood, and as their bids are higher in most cases than our bids from other track buyers, it gives the farmers a bad feeling toward our bids when we are giving all we can stand. We hope they can be shut out.

Very truly, J. H. DUNLAP.
Savoy, Ill.

CONDEMNS STORING PRACTICE.

Editor American Elevator and Grain Trade:—The storing of grain for farmers is a nuisance pure and simple. We should not store grain for any farmer, in my opinion. I know of farmers who have money in the bank, but who, instead of building storage accommodation for themselves, expect the warehouseman to invest his dollars in doing so. Then, if the warehouseman gets any compensation from the farmer, it is through considerable wrangling and perhaps a loss of trade. I condemn this system.

Very truly yours, M. KENNY.
Ottawa, Ill.

TRACK BIDS SHOULD BE SEALED.

Editor American Elevator and Grain Trade:—In regard to track buyers sending out card bids, I must say that I really do not approve of that method for the following reason: In the first place, the postmasters are often retired farmers and they tell their farmer friends the prices. They do not stop to figure expenses and become dissatisfied, thinking the margin too large.

Again, our grain men are to blame to a certain extent, for when they receive card bids they look at them and throw them down for anyone to read, instead of filing them away or destroying them. This, I think, is the worst factor in the case. To remedy the evil, if track buyers would revise their lists often and send bids inclosed, and local grain men

would use good business principles in filing them away, no more trouble would accrue in this line.

Very truly yours, W. H. COULTHARD.
McClusky, Ill.

A LOSING PRACTICE.

Editor American Elevator and Grain Trade:—In answering the question, "Is it wise to store grain for farmers?" I must say that my experience has impressed me very forcibly with the fact that it is an extremely wise method for a country grain man to pursue if he is desirous of losing money and customers. It is needless to say that I do not store.

Yours truly, JOE FARRELL.
Peru, Ill.

COMMISSIONER SHOULD BE POSTED ON ILLINOIS GRAIN.

Editor American Elevator and Grain Trade:—I certainly think that the grain dealers of Illinois should be represented on the Board of Railroad and Warehouse Commissioners. I think he should be an up-to-date grain man, fully acquainted with all the details of the grain business and a competent judge of all the kinds of grain grown in our state. I have no one in particular to suggest.

Yours truly, F. M. SHAW.
Ladd, Ill.

CHANGE OF FIRM AT ST. LOUIS.

Editor American Elevator and Grain Trade:—We inclose you circular informing you that the old firm of J. W. Booth & Sons Commission Co. has retired from business and is succeeded by Messrs. Siemers & Chisholm, who will carry on the business as formerly.

Please change the address in your mailing list accordingly and credit us with inclosed check for one year's subscription.

Yours very truly,
SIEMERS & CHISHOLM.
St. Louis, Mo.

WANTS STORING DISCONTINUED.

Editor American Elevator and Grain Trade:—I think the manner in which the storing of grain is carried on among the dealers in this vicinity is a detriment, and I would be glad if it was discontinued. If storing was practiced with a view to getting a revenue therefrom, I think it would be all right, but to take grain into store free for the sake of keeping it from going to a competitor I think is ruinous, and it should not be practiced.

Yours truly, F. M. SHAW.
Ladd, Ill.

NO IRREGULAR BIDDING.

Editor American Elevator and Grain Trade:—We are not troubled at this place by farmers receiving track bids. There may be some farmers who receive them but they never quote them to us and it is not often that a farmer in this section has a carload of grain to dispose of at one time. We do not think a car has been shipped from here by a farmer or scoop shovel man in the past three or four years.

We would not do business with any firm sending bids to farmers if we knew it. We think track bidders generally appreciate the fact that it is bad policy to send bids to farmers.

Yours truly, S. N. DODD.
Toledo, Iowa.

CHANGES OF ILLINOIS FIRMS.

Editor American Elevator and Grain Trade:—William Callahan has sold his elevator and grain business at Sabina, on the Le Roy Branch of the I. C. Ry., to R. E. Rising, formerly in the grain business at Staley Station.

A. M. Goff has sold his interest in the grain firm of A. M. Goff & Son at Rantoul, Ill., to F. Yates, and the style of the new firm is Goff & Yates.

J. B. Walton & Sons and Morrison & Grindley of Thomasboro, Ill., will each build a 50,000-bushel elevator this spring. Scarcity of cars compels them to increase their capacity.

D. Gregg of Danville has sold his elevator and grain business at Catlin to O. C. Benson of Fairmount, who will operate it in connection with his grain business at that place.

Gregory & Hawk of Pittwood, Ill., offered a

premium of \$1.25 and 1 cent per bushel over market price of that town for the largest load of ear corn drawn by one team over his scale and into his elevator dump on Saturday, February 9. Also the same inducements for the largest load of oats.

Yours respectfully, B. F. TRAXLER.

STORING ENCOURAGES SPECULATION.

Editor American Elevator and Grain Trade:—The storing of grain by the country grain dealer for his customers is in the first place not a necessity, and in the second place is an evil that encourages speculation. And last but not least, the grain dealer is forced to quit because of the inability of the railroad companies to furnish cars when grain is moving freely. To help out matters some, when he can get cars he ships out every bushel he has in his elevator.

Yours truly, W. E. KREIDER.
Tonica, Ill.

COMMISSIONER SHOULD BE A PRACTICAL GRAIN MAN.

Editor American Elevator and Grain Trade:—I think it would be a good thing to have one, at least, of the Board of Railway and Warehouse Commissioners a practical grain man. It surely would not be a detriment to the grain business, and we think it would be beneficial, as he would have practical knowledge of what the grain trade needed, and would not have to spend the best part of his office term trying to find out their needs by impractical methods.

Yours truly, F. N. ROOD, Manager.
La Rose, Ill.

WAREHOUSE COMMISSION SHOULD HAVE A PRACTICAL GRAIN MAN AS MEMBER.

Editor American Elevator and Grain Trade:—Regarding the appointment of a railroad and warehouse commissioner, I have seen Gov. Yates in person regarding this matter, and don't know that anything I can write would be of any use.

I fully understand the importance to the interests of the grain trade of the state in having one of the commissioners a practical grain merchant. I sincerely hope that we will be remembered in the making up of the Commission.

Yours truly, H. E. SELBY.
Golden, Ill.

FAVORS MR. TYLER FOR WAREHOUSE COMMISSIONER.

Editor American Elevator and Grain Trade:—Inasmuch as it is presumed that the Board of Railway and Warehouse Commissioners was created in the interests of the people, it is certainly evident that the nearer the people get to it the more satisfactory will be the results. The grain shipper comes as near knowing the needs of the people as anybody, and through an organization like the Illinois Grain Dealers' Association can accomplish more than anyone else. I know of no one better qualified or more deserving of this position than the worthy president of the Illinois Grain Dealers' Association, Mr. B. S. Tyler of Decatur.

Yours truly, GEO. B. SPITLER.
Mt. Zion, Ill.

A PESSIMISTIC VIEW.

Editor American Elevator and Grain Trade:—I consider the appointment of a practical grain man upon the Railroad and Warehouse Commission such a very remote possibility under the existing circumstances that it is scarcely worth while to waste the ink and paper to give one's reasons why such a man should be appointed. The needs of the "practical politicians" are mandatory and must be considered. The grain fraternity has but very few practical politicians, and they are not looking for jobs; and if they were, their knowledge of affairs would not be considered sufficient to entitle them to sit on this commission. Therefore, their aspirations would probably be considered high for their ability; and even though they should have the united support of the great producing masses, this element is not to be considered after elections are over, for every good plunger has not only a "string to it" but a "rope." And when the plums are landed, there will be no grain man nor farmer at the pulling end of the ropes which

secure the prizes. As for the names of men whom I would consider good material for this position, I think I could probably name fifty men, each one of whom would be better qualified to fill this position than any who is likely to be appointed.

AN ILLINOIS GRAIN DEALER.

February 2, 1901.

REASONS FOR APPOINTING A GRAIN MAN.

Editor American Elevator and Grain Trade:—I believe that the country grain dealers of Illinois should have a representative on the Railway and Warehouse Commission, for two reasons, viz.: A very large proportion of the freight hauled by the railroads of Illinois is furnished by the country grain dealers. Second, the public warehouses are furnished with grain from the country dealer, and he should have some say as to the rules of inspecting his grain, and also see that just weights and inspection are guaranteed.

I am not prepared to say whom among the country grain dealers I favor for this position.

Respectfully, G. C. McFADDEN.

Havana, Ill.

A NEW INDIANA ELEVATOR.

Editor American Elevator and Grain Trade:—I do not know of any farmers or grain men not in business now who are getting bids from regular buyers. We had a case here last winter, but since that time I have bought all the land near the track and have shut out such work. I know that where bids are made to men not regularly in the business it is a hardship on the grain dealer.

I have just completed at Otterbein, Ind., one of the largest and best elevators in the state. D. Harrington is my partner. The capacity is 75,000 to 80,000 bushels. All the machinery is up to date in design and durability. L. J. McMillan of the Reliance Mfg. Co., Indianapolis, is the architect and builder of the new house.

Yours respectfully, M. DUFFY.
Swanington, Ind.

TWO ACCEPTABLE CANDIDATES.

Editor American Elevator and Grain Trade:—It is very important to the grain dealers that the man appointed as warehouse commissioner be one who is identified with the country grain trade. We certainly should have some voice in the matter of terminal weights, inspections, rates, etc.—that is, some representation.

In this section of the state—Springfield, West, South and Southwest—we think E. S. Greenleaf of Jacksonville, Ill., having been very closely identified both with running of railroads in time past and with the grain business at the present time, would be as well qualified as any we could suggest. He was indorsed by a good many of our Grain Dealers' Association members in this section. Mr. B. S. Tyler of Decatur, Ill., was also spoken of in this connection. We think either of these gentlemen will fill the position all right.

Yours truly, E. R. ULRICH JR.
Springfield, Ill.

TRACK BIDDERS SHOULD REVISE LISTS.

Editor American Elevator and Grain Trade:—We know of only one farmer getting track bids. We do not know who is bidding him and thus far have been unable to find out where the bids come from. His brother is postmaster at that station, so you see that it is hard to get onto the parties bidding.

We certainly think that this is one of the greatest evils the country shipper has to contend with. There are reliable houses in Chicago sending bids to parties that have been dead for years and the result is that the card is handed over to a relative, an administrator, or some farmer, and track prices are put before the farmers in this way.

I mail you a pamphlet containing a list of regular dealers in Illinois. It, however, is two years old, although I think it has been the policy of the Grain Dealers' Association to revise yearly. I think that this should be done every six months by a supplement showing what firms have dropped out of business and what new firms have gone into business regularly. I think that these books can be had by making application to the secretary. I do not think there is any charge for them. We do not

know of a better way to stop track bids going to irregular parties than to keep this book well up to date and keep it before the track bidders. We should also insist on the large track bidders keeping their lists corrected and throwing out names that have gone out of business.

We shall be very glad to give any information we can along this line, and hope that you will succeed in wiping the evil out.

Yours truly,

CROCKER ELEVATOR CO.,

Per Thos. Costello.

Maroa, Ill.

SHOULD URGE MR. TYLER'S APPOINTMENT

Editor American Elevator and Grain Trade:—Mr. B. S. Tyler is the one and only man whom the grain dealers, millers and commission men should support for appointment to the Illinois Board of Railroad and Warehouse Commissioners.

If we do not get together on this subject we shall certainly lose, and I think every member of the Illinois Grain Dealers' Association, and everyone else engaged in any manner in the grain trade, should make himself a committee of one to write or personally see the governor and urge the appointment of Mr. Tyler.

Mr. Tyler has given the Illinois' Grain Dealers' Association more time and study than anyone connected with it. The services rendered are certainly of the highest kind obtainable in the state and we certainly would be fortunate in getting a man of his ability and integrity to represent us on the Railroad and Warehouse Commission.

I trust every grain man will make it a point to write or personally see Gov. Yates and urge Mr. Tyler's appointment.

Yours very truly,

THE SIDELL GRAIN & ELEVATOR CO.,

By John H. Herron.

Sidell, Ill.

ILLINOIS GRAIN SHIPPERS SHOULD BE REPRESENTED.

Editor American Elevator and Grain Trade:—Regarding the matter of the Railroad and Warehouse Commission having a grain man as one of its members, will say that I believe the intention of the law was that this board be made up of experienced persons not only in the transportation of commodities but also in the handling of commodities. It is purely a commission for the purpose of adjusting equitably between different classes a just compensation, one to receive and the other to pay for services rendered. It seems to me that it is highly proper that the shippers who do the paying should have a voice as to how much shall be paid for the service. Heretofore the appointments have been made purely on the basis of political aspirations without reference to fitness for the positions.

It is conceded that the grain shippers furnish a large percentage of the volume of business furnished to the railroads for transportation. And this of itself should appeal to the reason and judgment of any fair-minded person as to the justice of the claim of the grain men that they should have a representative on the board. This commission also has charge of the inspection and weighing of grain in this state, and also the distribution of cars. It has been charged, and I believe with good reason, that many irregularities have been practiced in weighing in the markets; also that inspection has been manipulated and controlled selfishly by certain classes in the markets; also that the distribution of cars has been unjust in that many times the grain shippers have not been furnished cars in the proportion to the volume of business offered for transportation. These, with many other reasons, I think quite sufficient to convince anyone who is considerate enough to give heed to the claims of those most interested.

If I had the making of this commission in hand, I would make it up about as follows: One representative well versed in railroading; another in the coal business; one in the grain business; one in the general manufacturing, and the fifth as a grain receiver. I believe that a commission of this kind would give general satisfaction to the greatest number of people.

I have no special preference as to candidates. There are three aspirants, either of whom would be satisfactory.

Very truly yours, THEO. P. BAXTER.

Taylorville, Ill.

AMENDING THE WAR REVENUE LAW.

The Senate finance committee's draft of a revenue bill contains few of the features of the reduction bill passed by the House. It gives to the brewers the bulk of the cut of revenue by reducing the beer tax 35 cents per barrel (or 25 per cent) and takes off the tax on express receipts and telegrams. Otherwise the taxes paid by grain dealers and brokers remain practically the same as they have been.

The Senate bill contains one new provision, however, of interest, since it deals with stock and grain transactions in bucket shops, and called for a stamp tax of 2 cents on each \$100 in value of the merchandise covered, or pretended to be covered, by such transactions. It is further "provided, however, that the payment of any tax imposed by this section shall not be construed to exempt any such person or association from any penalty or punishment provided by the laws of any state, and every one shall pay an annual special tax of \$50, and for each branch office an annual special tax in addition of \$50 to be paid within 30 days after the passage of this act." The transaction tax on regular board operations is reduced to 1 cent for each \$200 trade.

THE ORIGIN OF MYSTERIOUS FIRES.

Mysterious, not to say suspicious, fires are of daily occurrence, in the great cities especially; and no more interesting chapter of the supposititious "Adventures of Sherlock Holmes" might be written than one on the origin of these accidents, taking either the incendiary or accidental view of the case. Whenever there is a fire from an unknown or inexplicable cause, it was formerly attributed most often to incendiarism; but now that investigation has shown that not over one per cent of the mysterious fires are of incendiary origin, it is becoming quite as common to say they were caused by "spontaneous combustion." This is a lazy man's way out of the problem; for further investigation would show that the latter cause for fires is probably not much more disastrous than incendiarism.

Speaking of incendiarism, the ingenuity of which in the cities is quite startling, one favorite method is to bury an incandescent electric light bulb in a box of cloth clippings. It takes only fourteen minutes to melt the glass bulb and fire the materials. Those who use electric lights in elevators may take a hint here for avoiding danger in their use. Some people think these lights do not cause fire under any circumstances.

The fondness of rats and mice for sulphur and phosphorus may explain many mysterious fires in buildings where matches are in use and are carelessly placed for use. Dark passageways are another source of danger, for men will strike matches to find their way through them, and they will throw the half-burnt match-sticks to the floor.

In manufacturing establishments, says the New York Sun, a frequent cause of fire is the rubbing of belting against the edges of the apertures through which it passes from floor to floor or room to room.

The swinging gas light is an incendiary nuisance that, in the view of firemen, should be abolished by law. In dwelling houses it is a most frequent cause of fire. As to spontaneous combustion in storage houses, it is well to recollect that the chances of fire from that cause are greatly increased by the absence of circulation of the air.

The owners of the Belt Line and National elevators at Kansas City refuse to allow the Kansas Grain Dealers' Association to put checkweighmen in those houses.

THE IDEAL COUNTRY GRAIN DEALER.

[From a paper by E. M. Fullington, Marysville, Ohio, read at the fall meeting of the Ohio Grain Dealers' Association at Columbus, October 16, 1900.]

When a practical business man says he can do without an ideal he does not understand his business. When a man engages in business it is often with the sole idea of making that business a financial success; in other words, he is in that business to make as much money out of it as is consistent with honesty and fair dealing. He does not stop to consider whether there is an ideal—the standard of perfection in that business—which, if attained, would bring to him not only financial success but an enviable position among his fellows in the business world in which he moves, and the consciousness of having fulfilled in the highest sense his mission in the business in which he is engaged. Having planted that ideal before him, there is expectation in every stroke that is given toward its consummation. There is a sort of stimulus in every kind of work; all expect to arrive somewhere by means of the effort put forth, and an ideal object to be attained will command our best efforts to reach that object, however material it may be.

Having, as I hope, given some reason for the existence of the idea that there should be in the imagination of some one of our number an ideal type of a country grain dealer, I will endeavor to point out some of the attributes of such a being.

In the first place, he should be able to put himself in contact with some reliable commission or track-buying firm in whom he has the utmost confidence, and so conduct his business that that confidence will be mutual. The ordinary country grain dealer has not the time or the facilities at his disposal to sell direct to the interior trade or to the seaboard. True, he might make a few advantageous sales, might sell to advantage at some seasons of the year to some far away individual of whose standing and honesty he knew no more than is given by the commercial agencies; but when he figures up his claim account at the close of the shipping season he will find a good-sized balance in favor of selling to the nearby buyer.

Having started right at the selling end of the line, our ideal dealer should know each day just what he can pay for grain and retain a comfortable margin for himself. Right here he will come in contact with some man who is not an ideal grain dealer, and that man may be a strong competitor in business; he may belong to that class of mushroom dealers who spring up every time there is a shower of good crops to market, and he will bid more for the farmers' grain than can be realized on the market. The "Ideal," if he can't reason with him to the extent of getting together on prices, should keep to his own price. This method may lose some business; for, as we all know, the farmer often does not appreciate that it is not the highest price offered that realizes the most money. I have seen dealers come and go; have often been below my competitors in price, but I have found that it is the best policy to pay from day to day just what the market will stand. The farmers will be better satisfied and the dealer will have more money in the bank at the end of the season.

Competition is so close that the highest market price is generally paid for grain, even at the most remote points in the country. Grain dealers, as a rule, make a very small margin of profit. It is seldom that one dealer can secure more for his grain than his competitor, so that there should be no excuse for overbidding the market. The rule should be to pay all the market will justify, and to have but one price for all good grain. Be honest with the farmer. As a rule, he knows what can be paid for his commodity and is willing that the dealer should have a fair margin of profit.

Next in importance is the grading of grain at the elevator. Rigid rules should be enforced for the protection of the dealer. When your grain goes into the eastern market it must submit to a rigid grading, must come up to the standard approved

all over the country. Just so should the farmer submit to a careful inspection of his grain when it comes to the country elevator. Dealers themselves are largely responsible for the condition in which grain is brought to them. This can be remedied by having it understood that you will not receive grain in bad condition at any price. Pay for inferior grades just what they are worth to you, and you will educate your farmers to more careful methods in handling and marketing their grain.

The ideal country grain dealer loads none but sound cars; he inspects them carefully before having them shunted to his siding, and coopers them well before loading. A few cents spent in lumber and labor often saves dollars in grain strung along the right of way of the railway company, to say nothing of the postage spent in the controversy with your consignee as to which of you has a correct scale. He also exercises great care in weighing in the contents. Unless he has been an "Ideal" long enough to have risen to the dignity of a track

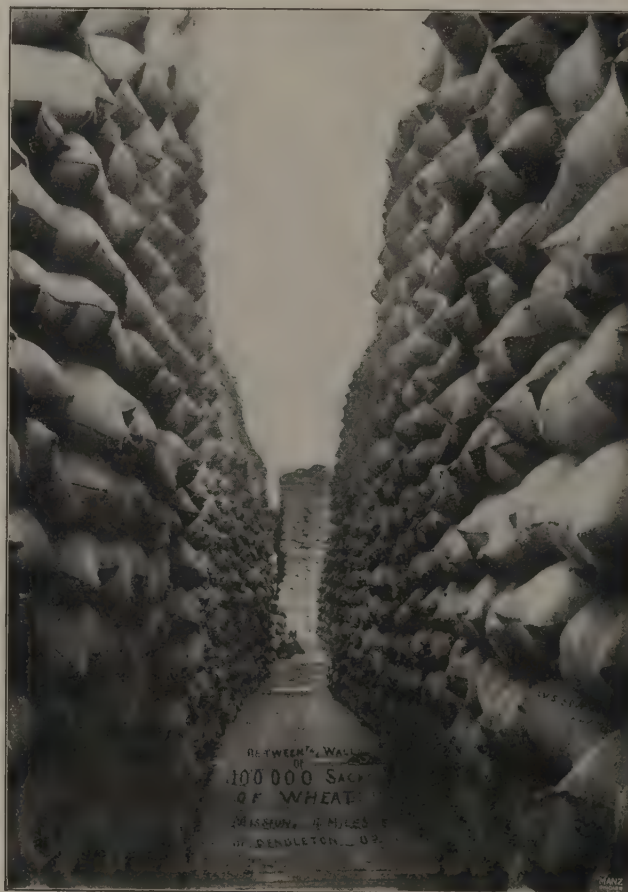
is worth more than a pipe-line cinch on the markets.

The Ideal Dealer makes duplicate weight tabs of each load of grain, giving one to the farmer and retaining one. This method avoids errors in copying or errors on the part of the farmer in putting the weights down in his book, and keeps one clear of many misunderstandings.

The foregoing are but a few of the many traits of the Ideal Country Dealer, and I am sure that were all the grain dealers of Ohio members of the Ohio Grain Dealers' Association and active in its work there would be even more of this type in Ohio than we have.

"OUT WEST."

The marvelous resources of the great West and Northwest require the doing of things in a wholesale way and on a scale that opens the eyes of the slower denizens of the East. Fortunately, of late years the aid of photography has been called in.



BETWEEN WALLS OF WHEAT.

scale, few of whom have in Ohio, he will have but a small hopper, which to be accurate requires great care in weighing. In the matter of billing and invoicing he saves much trouble and annoyance to the buyer as well as to himself, by adhering closely to shipping instructions, and not permitting the wily railroad agent to give him "something just as good."

The Ideal Country Grain Dealer's relation to the farmer with whom he has to deal more often than with the outside world, is of vital importance. These relations should be most confidential. The dealer trusts the farmer to bring him grain of an even grade, often without inspecting it closely, while the farmer trusts to the dealer to give him fair and honest weight and to keep him posted as to the outlook for the markets upon which he often bases the disposition of his crop. The dealer should exercise patience with his farmer customer in explaining any little discrepancy in weights; should have them inspect his scale and see it tested whenever there is any doubt as to the weight of grain. A farmer once suspicious of your scale is not easily convinced that it can be correct. This suspicion can only be dispelled by showing by actual test that your scale is correct. Time spent in this way will be paid in a confidence in your good intentions that

so that a ready means of verifying the "tall stories" exists in the snapshot. Imagination may embellish newspaper stories; but the camera tells a plain story.

The piling up of wheat in sacks at the stations in the new Northwest is one of strange sights, which impresses the traveler from the East. Some of these piles of wheat are extraordinary. The photograph reproduced herewith was taken at Minnie, near Pendleton, Ore. It shows one of the spaces between the walls of 100,000 sacks of wheat, containing 250,000 bushels. The wheat was piled in the warehouse of the Pacific Coast Elevator Co., a structure 56 by 310 feet.

The George H. Daggett Company of Chicago has sued Martin Kastle of Washington City for \$1,632.07, alleged to be due on account of stock and grain transactions.

North Dakota farmers are beginning to give attention to corn culture. Several big farmers have already grown the crop with some success; and the experiment station has done even better. It is probable considerable acreage will be planted to the crop next spring.

STATE INSPECTION DEFENDED.

The criticism of the state grain inspection at Chicago by President Warren of the Chicago Board of Trade in his last annual address brought out a sharp rejoinder from E. J. Noble, chief inspector. The salient features, with personalities omitted, are as follows. Mr. Noble denies that "not a bushel of wheat leaves the Chicago market without private inspection," and continues:

"It is true that for the past twenty years many grain shippers have employed Board of Trade samplers to superintend the loading of grain, and I admit there have been instances where the state inspector has accepted grain to which the grain sampler objection, and his objection was sustained by our supervising inspector, and it is equally true that in many instances grain has been rejected by the state inspector that was satisfactory to the grain sampler; also instances in which the grain sampler has refused to accept any grain offered even upon our chief supervising inspector's judgment, and the committee of appeals, by sustaining our inspection, obliged the sampler or buyer to accept the grain. I have never known a shipper from this market to accept 'private inspection' and release the state department from responsibility.

"There are millions of bushels of grain loaded and shipped annually from this market without the presence of a grain sampler or so-called 'private inspection.' Notwithstanding the state law does not require inspection from private elevators, yet shippers pay 50 cents per thousand bushels for state inspection, and eastern buyers demand and accept our certificates, evidently not aware of the merits of your 'private inspection.'

"Again you say, 'That the certificate of inspection of the State of Illinois is not worth the paper it is written upon, is not only a disgrace to the commonwealth, but a direct menace to the interests of every producer and dealer in grain.'

"That such an unwarranted statement should be made by the president of the Board of Trade of Chicago, the largest grain market of the world, is indeed surprising. You should know that nine-tenths of all the grain transactions in Chicago and the territory tributary are based on state inspection; that Chicago certificates are accepted in every grain market in this country and on the European continent. I can furnish you the names of grain men on your Board who have sold and shipped millions of bushels of grain in the past two years on Chicago inspection without a single complaint from their customers.

"In your effort to cast discredit on the state inspection department you have dealt a serious blow to the grain trade of Chicago, and your statement is 'a direct menace to the interests of every producer and dealer in grain.' The confidence in our department and grain certificates was clearly demonstrated in the fall of 1900, when a large quantity of No. 1 Northern wheat was purchased and shipped from this market by a half-dozen different firms. When the drafts with our certificates attached reached New York payment or acceptance was refused because the word 'old' did not appear on the certificates, and, notwithstanding that every explanation and guarantee was offered by the shippers, their eastern customers would accept nothing but our certificates, reading 'No. 1 Northern wheat, old,' and in order to assist our shippers we furnished certificates with the word 'old' and the grain was accepted.

"I do not claim that our inspection of grain is perfect or that mistakes do not occur. Neither do I believe it possible to reach a state of mechanical accuracy in grain inspection. We must depend upon human judgment, which, however perfect, is subject to mistakes. When you consider the enormous quantities of grain inspected by the Chicago department, the complaints are few indeed as compared with those of any commercial or manufacturing industry of equal volume, and I believe we get all the complaints, as no grain dealer has shown any disposition to assume a responsibility that can be shifted on the inspection department.

"Our records show that during the past four years there have been 14,721 shipments of grain from licensed elevators of Class A, aggregating 339,384,395 bushels.

"Of the entire shipments above mentioned we have had not to exceed twenty complaints after the arrival of grain at its destination, and at least one-half of this number was in cases where the grain had been transferred one or more times in transit, in which case we assume no responsibility. We have inspected during the past four years 1,223,828 cars of grain arriving in this city, and from this inspection has come the greater number of complaints, but in such cases we have been able to correct mistakes of our track inspector through reinspection by our supervising inspector, with no additional charge. When a track inspector is asked to pass upon and make the grade for grain in from 100 to 500 cars daily it should not be expected that he will not make occasional mistakes, and many such mistakes arise from what is known as

'plugged' cars or an attempt upon the part of shippers to mislead the inspector by loading an inferior grain in the bottom or end of a car, with a better quality on top.

"When you consider the many thousand shippers of grain to this market, together with the many receivers, each and every one endeavoring to obtain the best grade possible according to his individual idea, and that track receipts are graded in all and every kind of weather, it is indeed surprising that the inspection department has given such general satisfaction.

"Chicago grain inspection, as compared with that of other markets, is higher. Our No. 3 corn grades No. 2 at the seaboard, and is shipped to foreign markets under this grading. The same is true of oats. Kansas City No. 2 winter wheat seldom grades better than No. 3 under our rules, and while Minnesota grain inspection accepts No. 1 Northern wheat as low as fifty-seven pounds to the measured bushel we make fifty-eight pounds the minimum.

"I incline to the belief that your attack on this department is prompted by a desire so to prejudice grain dealers against state inspection that you may gain their support in your effort to have the inspection of grain under the control of your Board, as you have indicated in your address.

"If this is your purpose you certainly cannot hope for success, as neither the grain dealers nor the state of Illinois will consent to turn over to your Board the inspection of grain where an irrepressible conflict exists between your members for an inspection favorable to each individual interest. . . ."

NATIONAL BOARD OF TRADE ON THE CROP REPORT.

The following report was presented to the National Board of Trade on January 23 by its standing committee on crop reports, and was adopted:

The occasion for appointment of a committee on crop reports, some years ago, was due to apparent inconsistencies and manifest deficiencies or errors in the work of the Department of Agriculture. In the report submitted a year ago by such committee important improvement in these particulars was noted.

Your committee recognizes the results of the past year as emphasizing two things; first, that the effort of the statistical division of the Department of Agriculture to lessen or overcome the ground for complaint concerning its work has been earnest and effective in commendable degree; second, that the official service of this branch of the governmental work is of far more importance than is generally accorded to it. Its influence is widespread and far-reaching, not alone among trading men and mere speculative interests, but including the producer, the manufacturer and the transporter. The effect of crop reporting work upon market values has been very pronounced within the past year—notably so with reference to wheat and cotton. The need of official work of the highest obtainable degree of reliability has been very forcibly demonstrated. The importance of impartial, honest, intelligent and fearless presentation of statements of crop conditions has rarely if ever been more positively illustrated. The present statistician of the Department of Agriculture appears to be working on these lines. Your committee is of the opinion that his power for usefulness might be strengthened by a more generous allowance of means applicable to high-class assistance.

In this connection it may be stated that it has come to the knowledge of this committee that Congress is to be asked to reorganize affairs within the Department of Agriculture so that some of its divisions of technical work shall be elevated to the standing of bureaus. It is to be hoped that, if such reorganization be arranged for, the statistical division and the great value and influence of its work will have the recognition it deserves.

It is well understood that much of the comparative information concerning crops and live stock is the result of percentage estimates applied to census returns as the basis of calculations, it being impossible for the department to accomplish the complete work relating to areas and quantities which the census office is enabled to perform. The census returns now being tabulated are expected to be available within the present year, and will furnish the statistician of the Department of Agriculture a reliable basis for his calculations, and also a facility for introducing statements relating to some of the minor crops which have been difficult to report satisfactorily upon, but which are of considerable significance.

The report concludes by expressing the committee's belief that "leaks" of report figures have been stopped; and by recommending that the National Board of Trade should appoint a "special committee to act in urging upon the congressional committee in charge of any measure looking to provisions for bureaus within the Department of Agriculture to give full recognition of the claims of the statistical

division for such consideration. This recommendation is based on the view that the work of this branch of the Department of Agriculture is of greater importance in the extent of its influence on the productive and business interests of the country than any other of its divisions."

WHEAT HEADERS IN ARGENTINA.

The wheat farmers of the Argentine Republic are practically all Italians. They are not the best farmers in the world, but they have at least learned since they left Italy to economize labor—to get the biggest visible results from the smallest expenditure of money. If he were a better farmer he would see that this is often false economy; but the Argentine Italian's ideas of real economy are not always scientific.

In planting wheat, therefore, he prefers sowing by hand or, at most, with the broadcast seeder in preference to the drill, because by the former methods he gets over the ground more quickly. When he harvests, for a like reason, he uses a header because with it he can cut a 12-foot to 14-foot swath and does not need to buy binder twine.

In using the header, however, he does not imitate the Californians, says B. W. Snow in Orange-Judd Farmer. "Instead of using it as a header, taking off only the head and a very small portion of straw, he lowers the frame until it cuts the stalk low enough down to harvest from nine to twelve inches of straw. It is practically converted into a wide-swath mowing machine but for the fact that the carrier dumps head and straw into the header wagon. In driving the header four oxen are the usual motive power and two relays of these patient beasts push the work in the height of harvest from dawn until all light is gone, frequently working half of the night when the moon is shining.

"The stacking of the headed wheat is very poorly done, usually it being simply dumped into a pile without the slightest attempt to make a thatched stack. Apparently the farmers are fatalists, as in a climate where severe rainstorms are not infrequent, they are willing to take chances of getting a machine to thrash their grain before the rains come. There have been seasons when long-continued, driving rains have resulted in the loss of fully a third of the crop. But year in and year out the actual stack loss is smaller than would be naturally expected, conditions considered."

CHLORIDE OF SODIUM.

This saline substance may or may not prove to be the long-sought Elixir of Life; but at this time of year it has proved time and again to be a wonderful preservative of elevators and other buildings. Not as a pickle, but, with water, as a non-freezing brine.

Salting, or making brine of the water contained in fire barrels, is a means of fire protection that should not be overlooked in the winter season by owners and managers of elevators. When the barrels are filled with brine and provided with proper covers, the elevator will always have at hand, even in very severe weather, a considerable supply of water to fight incipient fires the moment of their discovery; whereas when the water is not salted a quite inconsiderable fall of temperature may fill the barrels with ice and the water will be wholly unavailable for fire purposes.

A method much in use at the present time for making brine is to use hot water with the salt and allow it to dissolve, then pour a couple of buckets of strong brine into each barrel of water and mix thoroughly. The water in the barrels should be stirred daily with a stout stick during the cold weather, so that no ice will form in the barrels, and the salt that may be precipitated again restored to the brine.

Oklahoma is supposed to have still on hand quite a bunch of broom corn. It is stored at some distance from the railroads, and is not yet baled.

IN THE COURTS

H. Frazier of Fargo, N. D., on January 18 recovered a judgment against the Van Dusen-Harrington Company for \$198, a sum claimed to be due on commission account.

The firm of A. R. McMurtry & Co., Rockville, Ind., was dissolved by the court on February 2 on petition of John McMurtry, each partner assuming a share of the indebtedness.

Adolph Keitel & Co., maltsters, Chicago, have begun suit against the Burlington Malting Company of Burlington, Wis., alleging that the latter company has alienated plaintiffs' customers and otherwise injured them. They ask \$50,000 damages.

O. H. Perry was given a judgment against R. C. Wyvell of Wahpeton, N. D., for \$351. The plaintiff claimed a contract with defendant by which the latter was to deliver to him a carload of flaxseed at 83 cents, which Perry sold at \$1.24. The defendant failed to deliver as agreed, and damages of 41 cents per bushel were allowed by the court.

A farmer named Thomas has brought an action against Brownback & Wacker at Edinburg, Ill., claiming \$5,000 damages. Thomas claims that while unloading oats at defendants' elevator, his wagon fell on his head because of a defect in the dumping mechanism; that he was rendered unconscious for twenty-four hours, and has been permanently disabled.

The Appellate Court of Illinois at Chicago, on January 29, affirmed a judgment of the lower court in favor of Murry Nelson & Co. for \$17,512.07 against Joseph Leiter, but denied an attachment on the latter's real estate on the allegation of fraud. The court finds no evidence of fraudulent intent in the deed of trust to J. P. Wilson in favor (though not so specifically stated in the deed) of the Illinois Title and Trust Co.

The Ames-Brooks Company of Milwaukee has begun suit against David Vance & Co., claiming damages of \$12,357.47. This sum is claimed to be the difference between the amount paid for insurance on 125 grain cargoes in 1899, and the amount less commissions that would have been paid under the new rate of 1898, which the plaintiff company claims the defendants guaranteed would prevail in 1899. The excess claimed was paid with the understanding that the controversy should be settled by the court.

In the matter of certificates for grain stored with the milling firm of Russell & Birkett of Penn Yan, N. Y., at the time of their failure, the court, on a report by the referee, find there had been issued two kinds of certificates, one of which called for grain stored, and the other for grain purchased by the firm and to be paid for at a later day at the market price at that time. Of the former, the certificates called for 2,899 bushels and of the latter for about 6,000 bushels. The referee finds that holders of the first mentioned kind of certificates are alone entitled to share pro rata in the grain found in store at the time of the failure. As there were but about 1,000 bushels of grain of all kinds in store when the failure occurred, the majority of those who may be called preferred creditors will get little; and some of them may appeal from the decision.

The Municipal Court at Buffalo, N. Y., on January 25 overruled the demurrer in the case of Spencer Kellogg against the Lehigh Valley R. R. Co. Kellogg sued to recover \$250, representing the difference in grain shipping rates alleged to have been charged the plaintiff over that of other shippers. When the complaint was filed the defendant entered a demurrer, alleging that the complaint was not sufficient, but the court says that, while not as strong as it might be, it is sufficient. He says the complaint does offer an issue as to discrimination and says in part: "Discrimination in freight rates by railroad companies means to charge shippers unequal sums for carrying the same quantity of goods equal distances. No conclusive inference is to be drawn either from the carriage at an unequal mileage rate or at an unequal profit for each

mile. The fact that the higher rate is not unreasonable does not affect the fact of discrimination. The defendant's answer, if such be the case, may allege that the conditions under which the 'regular usual and customary' rate was charged were different from those under which the increased rate was charged the plaintiff, and an issue as to discrimination only will thus be joined."

Wilson & Jacobson and Morse & Clark are in court at Grinnell, Iowa, to settle a partnership alleged by Wilson & Jacobson to have existed for the purpose of buying and selling oats and corn, crop of 1895. Wilson & Jacobson demand \$8,000; while defendants, besides the usual denial of the various allegations, go further and say that the alleged partnership was a pool, or combine, made for the purpose of preventing competition and regulating prices, which Morse & Clark say in their answer was in violation of the laws of Iowa, and therefore void.

The Buffalo Elevating Company has begun forty-four suits against as many insurance companies for the purpose of enforcing payment of policies issued by the defendant companies on the Dakota Elevator, which was destroyed by fire on the 13th of last August. The policies are what are known as "use and occupation policies" by which term is meant that the insurance companies agreed to pay the Buffalo Elevating Company, owner of the elevator, a certain sum per day for so many days as would be required to restore the elevator plant to its working efficiency. After the fire occurred an arbitration was had, as required by the various policies, arbitrators unanimously fixing upon 259 as the number of working days from the day of the fire which would be required to restore the plant. This made a loss of about \$65,000 to be apportioned among the various companies according to the amount of the policy written by each. The insurance companies, however, now set up the claim that because the Elevating Company was entitled to a percentage of the receipts of the local elevating pool, called the Western Elevating Association, whether the elevator was actually employed or not, they are entitled to have these receipts applied on the amount of their policies. The insurance companies also claim that because of the contract between elevator company and the Elevating Association, the interest of the Buffalo Elevating Company in the Dakota Elevator was less than an entire interest, rendering the policies entirely void.

THE ILLINOIS RIVER CANAL.

John L. Marshall, a special commissioner appointed by the Chicago Drainage District trustees to make a survey of the Illinois River Canal territory, has made a report. He left Chicago on September 12, 1900, in a houseboat, and explored the route as far as New Orleans. This waterway has been in practical use for over fifty years, or since the Illinois and Michigan Canal was finished, but for the last thirty years the railroads paralleling the route have captured the business, although at a minimum freight rate only. Mr. Marshall says:

During 1899 the seventy boats plying the canal carried 469,352 tons of freight. In this was included 2,000,000 bushels of corn, 799,000 bushels of wheat, 500,000 bushels of oats, 66,000 bushels of rye and 110,000 barrels of flour. There are a number of passenger and freight steamers plying between St. Louis and La Salle. In addition are a number of towboats, handling grain, and coal barges. On the upper river boats could not load at low water to exceed three feet. These boats carried 1,500 tons of merchandise, 180,000 bushels of grain and 3,000 passengers.

During 1900 the river men enjoyed the deepest water on record, the sanitary canal having raised the water three feet. With six and seven feet draft the vessels were enabled to underbid the railroads. From a single town, Chillicothe, 200,000 bushels of corn were shipped which the elevator owners could buy at better advantage than the railroad could offer. The rail rate to the Peoria market was cut 2 cents, but the rivermen still cut under the railroads. As a result the farmers were paid a price much nearer the market figure than formerly.

Mr. Marshall's conclusions are that a deepwater way via Illinois River would be used for the transportation of grain and soft coal to Chicago, Peoria

and St. Louis, and of zinc from Joplin, Mo., to La Salle and Peru, on Illinois River, where nearly all the sheet zinc used in the United States is manufactured.

THE METRIC SYSTEM.

The bill introduced in Congress by Representative Shaffroth of Colorado and favorably reported by the committee of the House on weights and measures, providing that, on and after January 1, 1903, the metric system shall be the legal standard of weights and measures in the United States, is another attempt to supplant our present system, which may excuse a brief history of the metric system and its adoption throughout the world.

The "meter," which is the basis of the system, is a measure 3.37 inches larger than our yard. It was determined by two French astronomers in 1795 as one-forty-millionth part of the circumference of the earth at the meridian of Paris. We believe the strict accuracy of this unit has been questioned, but how this alleged error can affect the intrinsic practical value of the system as such the present writer cannot imagine. The meter being the fundamental unit and also the basis of linear measures, the liter, which is the cube of one-tenth of a meter, became the basis of capacity measures, and the gram, or the weight of a cubic centimeter (one one-hundredth part of a meter) of water, that of weights. The standard meter was constructed in 1799 by an international commission, composed of representatives of France, Holland, Switzerland, Sweden, Denmark, Spain, Savoy and the Roman, Cisalpine and Ligurian republics. It was made of platinum and deposited in the Palace of Archives at Paris, where we assume it still is.

This system, which is an adaptation of the decimal system of notation to weights and measures, is theoretically an ideal one, yet it has come very slowly into practical use. France, which declared its use obligatory on and after November 2, 1801, found that, while the law proposed, the people disposed, and that the old habits of the people could not be changed in the "twinkling of an eye." The law could not be enforced; and in 1812 a compromise was made which prevailed without question until 1837; and it was not until January, 1840, that its use became actually obligatory in France. All continental nations have since adopted and now use the system, even Russia having adopted it during the past few months. On the American continent it is in use by the Central and South American republics; so that England and the United States are the only great powers that have not adopted the system for daily use by the people, although officially both nations have recognized it and for certain purposes use it daily.

The first report to the United States Congress on this subject was made by John Quincy Adams, who was in 1817 appointed commissioner to investigate the weights and measures of the United States. He found, of course, many standards of weight, measure and capacity, which were duplicates or modifications of those brought from various corners of the old world from which the dominant element of the various original colonies had come. He reported what he found and spoke of the metric system as "almost ideal" in character; but he was a man of too much practical sense not to see the immense difficulty of substituting for the popular standards one so radically different from all others in the face of the natural repugnance of the people to make changes of this sort at any time.

In 1830 the movement toward uniformity took the form of a direction to the secretary of the treasury to have made duplicates of the popular standard weights and measures (pounds, gallons, feet, yards, etc.), which were delivered to the governor of each state of the Union, for use by the states. In 1866 similar copies of the standard metric weights and measures were sent to the states as public standards of that system.

There has been during the past thirty years more or less centripetal force, so to speak, exerted on behalf of the metric system tending to interest England and the United States in it, as a practical utility. The Postal Union, for example, provides

for the use of the metric system in all its transactions; and even the United States and England weigh and pay for the mails exchanged by themselves in terms of the metric system. They both pay also their respective shares of the expense of maintaining the permanent international bureau of weights and measures at Paris, established in 1875, one duty of which is to furnish exact and correct copies, or duplicates, of the standards to those countries contributing to the support of the bureau. The American copies received by President Harrison and his cabinet with considerable ceremony on January 2, 1890, are now deposited in the Coast Survey building at Washington, and in 1893 were promulgated as the standard units of the metric system for this country. And about the same time the use of the system in this country was made legally permissible, and it is now in use by the United States Marine Hospital Service, the foreign departments of the postoffice, the Coast and Geodetic Survey, and, to some extent, also, in the mints, by the Signal Service and the Census Bureau.

The general use of the system throughout the country has been many times officially recommended, and preparation for its practical adoption has been making in the schools, where its nomenclature has been taught for several years, but the general reluctance to upset and abolish the old and familiar standards and thus disorganize business, even temporarily, has prevented the enactment of the law which Hon. Mr. Shaffroth now seeks to put in the statute books.

CHICAGO'S FIRST WHITE CHILD.

Alex Beaubien, who has long held the prize as the first white person born in Chicago, has had his claim questioned by Captain Charles Gale of Sarnia, Ont., who asserts he was born in Fort Dearborn on February 7, 1814, whereas Mr. Beaubien was not born until January 20, 1822. Mr. Gale's father was an army surgeon in charge of the hospital of the post at the time. The youth became a lake sailor, and in 1839 was in command of a ship. Writing to the Chicago Journal some time ago, among other things, Captain Gale said:

"In the spring of 1839 I was in the brig John H. Kinzie. I landed the first boiler and engine, with bricks, at Muskegon for the first sawmill. I was in charge of the steamer General Brady. I then went to Chicago and landed 400 barrels of flour, 100 barrels of whisky, and a large quantity of cheese, butter and other goods. The entire shipment was consigned to Messrs. Dole & Newberry. They paid the freight to me on same. The cargo was sent ashore on a lighter, as it was impossible to go into the river, it was so shallow.

"When in Chicago this time I bought a paper, the first I ever saw sold in the streets. Michigan merchants, in order to get credit in New York at this time, reported themselves from Chicago. This made me feel proud of my birthplace. Leaving Chicago, I went to Michigan City and loaded 4,000 bushels of wheat. That was the first grain shipped from Lake Michigan, and it took us five days and nights to load it on the boats from lighters. In the fall of the same year—1839—I was in the brig Virginia. We took on 7,000 bushels of corn in the ear at Chicago. In 1840 a few loads were shipped from Chicago, and the trade grew steadily thereafter. In 1853 I took on a load of wheat in the bark White Cloud from Munger & Armour on the north corner of the harbor. The river was deep enough then to let ships enter. After making one trip from the same place with grain in 1854, I stayed in Chicago, and bought grain for Handy, Warner & Co. of Cleveland. I used to walk every day to Bridgeport to get grain from canal boats."

The Georgia Experiment Station, in a recent bulletin, says that of sixteen varieties of corn tested, "Cocke's Prolific" gave the best results in yield at the station. The yield was 51.31 bushels per acre, against an average for the sixteen varieties of only 42.73 bushels. "Sanders" stood next with 51.15 bushels, and Tennessee Yellow third with 48.34 bushels.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Levying on Exempt Seed Grain.

One of the exemptions in Minnesota is the "necessary seed grain for the actual personal use of the debtor for one season, to be selected by him," not, however, in any case to exceed certain kinds and amounts specified, as, for example, one hundred bushels of wheat, etc. In construing this law, the Supreme Court of Minnesota holds (case of Matteson against Munroe, 83 Northwestern Reporter, 153) that it is immaterial whether the debtor requires the seed grain in conducting his own farm personally or for the purpose of furnishing it to a tenant who conducts the farm on shares. In either case, it says, it is for the debtor's personal use; in other words, the court holds that an owner of a farm may claim the exemption of seed grain under the statute when renting the farm on shares and furnishing the seed, equally as well as when he conducts the farm personally.

Moreover, the court holds that a willful levy upon exempt seed grain with the knowledge that it is exempt will justify exemplary damages. Here an owner of a farm, who had rented it for years to tenants who furnished the seed, had made an arrangement with a tenant whereby the owner of the farm was to furnish the seed for the coming year; and, when the sheriff came to levy an execution so notified him. Now, if the sheriff and the judgment creditor who placed the execution in his hands did not believe the owner of the farm and took their chances in levying on wheat claimed exempt as seed wheat, the court holds they did so at their peril, and were justly liable for exemplary damages. These were in this case established at \$64.16, when the value of the exempt grain was \$60.84, making the total amount allowed the owner of the farm \$125 for the wrongful levy on seed grain valued at \$60.84, as just stated.

Strict Compliance with Statute Required to Impose Liability for Withholding Wheat

Sec. 4, Chap. 148, of the General Laws of Minnesota of 1895, provides that, as against any person storing wheat under the warehouse laws of that state who has issued storage receipts for the same, "on the presentation and return of such receipts by the legal holder thereof, properly indorsed, at the elevator or warehouse wherein the grain represented is made deliverable and upon the tender of all lawful charges * * * the grain shall be delivered to the holder of such receipt. * * * The grain represented by such receipt shall be delivered within twenty-four hours after such demand shall have been made and cars or vessels or other means of receiving the same from the elevator or warehouse shall have been furnished. If not deliverable upon such demand within twenty-four hours after such car, vessel or other means of transportation have been furnished, the warehouse in default shall be liable to the owner of such receipt in the sum of one cent per bushel for each and every day of such neglect or refusal to deliver."

Now, the Supreme Court of Minnesota says, in the case of Ferch against the Victoria Elevator Company, 82 Northwestern Reporter, 678, that it is willing to go to the utmost limit which reason will justify to sustain the warehouse laws of the state, and though the consequences may be severe for not complying with a demand, such consequences for the refusal to comply therewith may in a proper case be enforced, but must be considered as a punishment and the proof of demand should not be in doubt. Under the section of the statute quoted, it goes on to say, the money claimed being in the nature of a penalty—a severe one, if recoverable—it must be held in such a case that the demand which is the basis for the penalty should be made in strict obedience to the statute; that is to say, the requirements of the section providing for a recovery of one cent per bushel for the withholding of wheat from any person having

a storage receipt after demand, the court holds, must be considered as penal in character, and it must be held to require a strict compliance with all its terms and conditions to set the statute in motion.

For example, the court holds here that a demand upon the agent's son at the usual place of business of the agent did not constitute a proper demand on the agent or on the elevator company. It holds that the elevator or warehouse being closed, and the agent being in occupation of his store adjoining the same, which was the usual place of business for the elevator, and having the keys at that place, a demand should at least have been made upon him personally, if it could have been made, although it might have been necessary to wait overnight, or a day or two, to have served the written claim upon him.

TRADING IN FUTURES IN THE OLDEN TIME.

A correspondent of the Atlanta Constitution from Columbia, S. C., tells the story of one of the earliest recorded transactions in cotton futures, taken from the reminiscences of E. J. Scott, a resident of Columbia, where he was born in 1802. Gen. Wade Hampton, father of the present venerable soldier and statesman, who bears his name, was, so the story goes, one of the parties to the deal, so that it goes without saying that it was a gamy one; nor is it surprising, as "that gentleman was then the chief patron of the turf in South Carolina, that a remarkable horse race was involved. Ainsley Hall, who came from England as a clerk and afterward established himself at Columbia as merchant and cotton buyer, had, when the war of 1812 closed, a conditional contract with Gen. Hampton for the purchase of Hampton's three crops of cotton that had been stored pending the close of hostilities. A large amount was involved, as the general was perhaps the most extensive cotton planter in the state at that time. The sale was made at a stipulated price provided Hall signified his confirmation of the bargain to Kirkpatrick & Co., their mutual factors in Charleston, before the sale was rescinded by Hampton's order.

"The news of peace between England and America was received in Columbia by both Hampton and Hall about the same hour. The latter had not yet confirmed the cotton trade, and as it was known that cotton would immediately advance three or four hundred per cent, each was interested to the amount of about forty thousand dollars in first communicating with the factor in Charleston—the one to confirm and the other to nullify the agreement.

"By the old stage road, which was very rough in those days, Charleston was 137 miles from Columbia and the swiftest communication was, of course, by mounted messenger. Hall hastened away a little wiry, tough Scotchman in his employ, mounted on a fleet horse, to close the contract with Kirkpatrick, while Gen. Hampton started his most trusted negro jockey, astride of his best racer, bred and trained to run eight miles, with a note revoking the conditional contract. The little Scotchman had two hours the start and was told to win the race without considering the life of the really splendid horse he mounted. The negro jockey, however, was ordered to ride fast, but with judgment, and not to injure the pride of the Hampton stables. It was a remarkably close run for the distance. Two days' racing brought the ambassador of Hall to the door of Kirkpatrick's office on a horse that was dead spent and died of fatigue; ten minutes later, with long, easy stride, the Hampton thoroughbred came to the door, with plenty of reserve force, but just losing by a nose one of the biggest purses ever raced for in this country."

The introduction of a complete watchman's service in elevators A, B, C and E, of the C. M. & St. P. Ry. has been followed by a reduction of 60 cents in the insurance rates. The former rate ranged from \$3.25 to \$4.00 per \$1,000. Some mechanical changes in the elevators are expected to still further reduce the rate.



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Manhattan Building, 315 Dearborn St.,
CHICAGO, ILL.A. J. MITCHELL Business Manager
HARLEY B. MITCHELL Editor

Subscription Price, - - - \$1.00 per Year.

English and Foreign Subscription, - - 1.50 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1901.

Official Paper of the Illinois Grain Dealers' Association.

ELEVATOR MEN BEGGING THE QUESTION.

Unless at the present session of the Illinois General Assembly the obnoxious amendment to the elevator law, recently declared unconstitutional by Judge Tuley, shall be repealed, the effect of that decision will be for a considerable length of time of academic interest only, since the elevator men propose to appeal, if necessary, until the end of the string of courts is reached. Meantime the position of the elevators is outlined by Mr. H. H. Peters by saying, that, "If public warehousemen cannot buy and sell grain through their own houses the Board of Trade will be dwarfed and reduced to an institution handling pork products. The alternative will be to go out of the grain business as grain dealers or as public warehousemen."

That is it, exactly. Only the law, Judge Tuley says, insists that "the alternation"—one horn or other of the dilemma—shall be taken by the elevator men. The public has no desire to drive any man out of the grain business. It needs men in that business, and it needs also other men in the business of public warehousemen. Mr. Peters needs no enlightenment as to why the public believes it is not fair nor equitable nor seemly for one and the same man to be in both lines of business in the same house at the one time.

Mr. Peters and his fellow public warehousemen are begging the question. Moreover, they are disingenuous. The public wants only a fair show in the public elevators. Only this, and nothing more. It simply wants the privilege of storing its own grain in a house where it will not be tampered with by separators run on private account, and which will deliver on demand the real stuff it receives on storage,

and not any old kind of screenings—the inspector says is good enough for that impersonal quantity, the public.

The repeal of the elevator law will not turn the Chicago Board of Trade building upside down. Not at all. It will merely purify the moral atmosphere hovering between Pacific Avenue and Sherman Street.

REORGANIZING THE ILLINOIS RAILROAD AND WAREHOUSE COMMISSION.

The Chicago Board of Trade has joined the inland grain dealers of Illinois in a request to Governor Yates to radically reorganize the Illinois Railroad and Warehouse Commission in the interest of the shipping public of the state, rather than of the politicians. The Board of Trade's communication takes the form of a protest, which cuts to the quick the heads of both the inspector's and registrar's offices, and which, whether wholly deserved by them or not, should be sufficient to indicate to his excellency that the practice of his predecessors of using this important commission as largess to his political creditors will not be calmly submitted to by the grain trade.

His excellency needs, of course, no instruction at this time as to the vast importance of the commission and the offices under its direction, especially to the grain trade, which in Illinois is probably the greatest single interest within the purview of the Commission, both in volume and value of products handled. Equality of rates, equitable inspection of grain out of the public elevators as well as into them, the separation of public from private interests in said elevators, the protection of the integrity of public elevator receipts, and so forth, are all within the jurisdiction of the Commission, the bare mention of which gives force to the demand of the entire trade that mere "politics" should be barred from offices of so great moment to the people of the state, and at least one practical grain man appointed to the Commission. The public does not expect, indeed, that the governor shall go outside his own party to find the man who can fill these places acceptably to the Illinois grain trade, but it does expect him to select men from his party who are commended to him as the best type of business men and not merely political followers demanding their rewards. Several such men have been already called to the governor's attention by the Illinois grain trade.

A FINAL WORD ON THE CWT.

The "American Elevator and Grain Trade" has no desire to antagonize those Ohio dealers who see in the plan of buying grain by the hundredweight a "balm in Gilead" for all their troubles with the legal 68-pound bushel of ear corn in that state. If our Ohio friends desire to handle 100 pounds of corn for the profit earned on 70 pounds, one can only wish them content under the circumstances.

But so many better ways for getting around so simple a proposition might be named that the situation reminds one of the case of the boy with the measles. The doctor called in knew nothing whatever of measles, but he was "ausgesighten" on fits; so he started in to cure

the measles by throwing the boy into "fits."

Instead of making another unit of 100 pounds for measuring grain, which is used nowhere on earth save in California, and not likely to be adopted anywhere else, our Ohio friends might follow the lead of the Indiana dealers, who, when confronted by exactly the same difficulty, paid so much cash for 70 pounds of corn and stopped buying "by the bushel" for the time being. This is legitimate. Moreover, it will solve the problem and also give the dealer his proper profit per bushel instead of a profit no larger for handling 100 pounds. This is worth cogitating.

HOSTILE LEGISLATION IN KANSAS.

The Kansas Grain Dealers' Association has been distinguished in the Kansas Legislature, where it has been made the subject of an "anti-trust" bill. The original bill was offered by Representative Bucklin of Thomas County, making it unlawful for two or more persons engaged in the grain business, "on commission or otherwise," to enter into any agreement "to fix prices or prevent full and free competition," etc. It further provided that—

it shall be unlawful for any person or persons who are engaged in buying or selling grain to discriminate against any shipper of grain, or to refuse or neglect to sell grain consigned to them for that purpose; and any society, association or corporation, whose rules or by-laws prohibit its members from buying grain or selling grain for persons who are not members of such societies, associations or corporations, shall, in addition to the penalties hereinafter provided, forfeit its charter. [Penalty \$500 to \$2,000.]

The bill has been amended and replaced by substitutes, and been debated and postponed repeatedly, but a substitute was recommended for passage by the house committee of the whole on the 8th, which provides as penalty, in addition to the fine named, imprisonment for six months in the county jail and two years in the penitentiary.

This is the kind of legislation in which the demagog delights. It gives him his chance to show how he is "guarding the interests" of his farmer constituent, who, were it not for the said demagog, would never suspect the parlous times in which he is said to be living. The farmers nowhere in Kansas are robbed, even on their own showing, since the malcontents themselves do not claim the elevators exact a greater margin than two to four cents on wheat and one to three cents on corn and oats. It is not possible that any sober-minded farmer can expect to save any part of this sum by making his own shipments.

On the contrary, the intelligent farmers know that grain dealers' associations are directly beneficial to them, in that they make prices uniform within contiguous areas; they weed out the sharpers in the business; they work for lower and more uniform freight rates, the saving in which invariably goes wholly to the farmer; their influence is always in the direction of more uniform grading and the correction of short weights of both the local and the terminal elevators, the benefits of which also go almost entirely to the farmers; in short, not to go farther, the tendency of the associations is everywhere toward more systematic and business-like methods in the trade,

and to divest it, as far as tom-fool laws made by stupid legislators will permit, of its monopolistic features, the direct benefits of all which tendencies only incidentally reach the dealer, who is at best enabled to make only a more regular profit, though a smaller nominal one per bushel than it is safe for honest dealers to be content with when compelled to do business on the "catch-as-catch-can" principle, upon which the demagog in the Kansas Legislature now insists the trade of that state shall be conducted.

It is creditable to the lower house that there is distinctly visible there a strong opposition to the bill in any form, and it is to be hoped for the benefit of the farming community itself that the bill will never get to the statute book. The outlook is bad, however, in view of the House's action, and the fact that a Senate committee has been appointed to confer with a like committee from the Missouri Legislature on the same subject—laws to "govern grain combines."

TAX REDUCTION.

As a whole, the Senate Revenue Reduction Bill is an original document, and for that reason has excited the opposition of the House, which quite properly resents the Senate's invasion of the ancient Anglo-Saxon prerogative of the "commons" to originate all revenue bills. Like all recent efforts of the Senate to improve on the revenue bills of the House, it is a worse bill than that sent to it. The addition of 17½ per cent to the discount given the brewers from the beer tax (making the net tax \$1.50 per barrel instead of \$1.85), is absolutely indefensible from any point of view, even that of the politician.

That this reduction should be made while the tax on transactions is retained to any extent evidences how far the Senate is removed from real harmony with the people. A compensatory sop is thrown out by the repeal of the tax on certificates of deposit, promissory notes and other similar items, which, aside from the tax on promissory notes, yield but little revenue, but it is only a sop, the specious character of which is emphasized by the ridiculous amendment to the transactions tax, which places a tax on bucketshops of 2 cents for each trade of \$100, while the regular board of trade transactions tax was only cut to one cent for each \$200, instead of \$100.

If the bucketshop deserves a punitive tax it should be classed at once with lotteries and other forms of gambling, and treated as such. As a matter of fact, few forms of gambling have a more pernicious influence on the people than the country "grain exchanges," which are multiplying more rapidly than the Chicago bucketshops are disappearing. This new tax is wholly inadequate to affect the bucketshop adversely, and the Senate has simply placed itself in the position of the Tammany policeman who sweats the gambling house and puts on sanctimonious airs.

The treatment of revenue reduction by Congress is a distinct disappointment. The only hope left is, in view of the enormous appropriations (estimated to reach \$850,000,000 for a single year), that the bill will not, after all, create an unwelcome deficit.

THE ERIE CANAL AGAIN.

Now that politics are out of the way, the New York Produce Exchange's committee on canals has again discovered that "something must be done" for the local grain trade. The revival at the Brooklyn elevators following the formation of the rail pool at Buffalo ceased immediately the Buffalo-Seaboard rates were advanced a cent, and there is left a net decrease of New York's business for the year, to December 20, of 17,000,000 bushels. The force of this discovery is not lessened by the announcement of the opening the other day of a new grain route via Quebec. The committee finds as a remedy either the revival of the Erie Canal or the abolition of the rail differential against New York, and apparently the reconstruction of the canal is the less difficult horn of the dilemma.

The calendar year's business of the canal gives further testimony that unless the canal is reconstructed it will soon be wholly abandoned. Considering that the offerings of freight to the canal were last year larger than for the previous year, and that the rates obtained were higher, averaging for wheat about three cents, against two and a half in 1899, and on freight west-bound 25 cents a ton higher, this sounds paradoxical. But the year was an exceptional one in every way. The decreased tonnage was due to the absence of boats, 300 more of which might have been used, but during the uncertainty existing with reference to the future of the canal, no new boats are building, while the old ones are rapidly going to pieces.

There are many reasons why the Northwest is interested in the revival of the Erie Canal, but these reasons are certainly less cogent now, seeing that the Canadian routes and elevators are approaching so high a degree of perfection, except from a patriotic standpoint. We would be patriotic always, even if it doesn't cost anything.

AGRARIAN POLICY AGAINST AMERICANS.

In the scramble for privileges afforded by the new tariff legislation for the German Empire at the present meeting of the reichstag, the agrarians have combined with enough industrial organizations to put prohibitive duties on American grain and other products. A duty equal to 44 cents per bushel on wheat and rye is an example. What it will be on maize is not as yet announced on this side the water; but as the German Colonial Association is soliciting the government to introduce and protect the cultivation of Indian corn in the colonies, which means some measure to oust the competitive American corn, it is pretty certain that cereal, too, will get a swipe.

It is little to the purpose to point out that Germany's tariff policy is but little short of commercial barbarism. An American protectionist may say this quite consistently, too. If Germany, which is said to be the only civilized nation on earth in which the wages of its workers are declining under the load of direct and indirect taxation, can stand it, no doubt Americans can make shift to watch her carry her load.

There is, however, one slight rift in this cloud, which may or may not indicate that

the German squirearchy has reached the limit of its exactions. Recently a meeting of representatives of German commercial and industrial interests was held at the Berlin Bourse, and the league then formed, under the leadership of Dr. von Siemens of the Deutsche Bank, protested against any further increase of duties as likely to precipitate a tariff war against all of Germany's export trade, and urged that the proposal to include in the new tariff bill a very high scale of "minimum duties" will prevent the negotiation in the future of new commercial treaties, while the liberal papers characterized the proposed law as "incipient grain usury." These protests, as well as those of members of the diet, were of no avail, however, the bill having been passed a few days ago by the Prussian Diet by a vote of 238 to 43; moreover, the Emperor and his advisers stand with the squires, who have always been the support of his house and throne.

EXPORT GRAIN INSPECTION.

A royal commission has been in session at Montreal during the present month to inquire into the causes of the complaints by English grain importers of the condition in which grain passing through that city arrives abroad. The dissatisfaction has become chronic, not only at British but at continental ports, and for the purposes of this inquiry the Liverpool Corn Association sent its secretary, Mr. J. McGuirk, to Montreal to present the Association's grievances direct, while the London Corn Trade Association sent also its secretary, Mr. M. McDonald, for the same purpose.

Without going into details, which may, after all, be more or less anticipated by the trade, it may interest the Chicago grain inspection department, which has been jolly itself of late, to know that a part of the evidence taken, as reported by the Montreal Trade Bulletin, was the

sworn testimony of Mr. R. B. Montgomery, an extensive importer of grain at Liverpool [who stated] that grain bought in Chicago, shipped via Montreal, and certified here as "No. 2" arrived on the other side so dirty and sweated that it could not be delivered to the buyers, who had contracted to receive it. This, Mr. Montgomery states, has occurred so often that he concluded that no reliance could be placed on the official certificates of grain inspected at Montreal. It is understood that a number of similar cases have been laid before the commissioners. The complaints refer more particularly to the condition of corn received here from Chicago, which it is held was only No. 3, although the Chicago inspection certificate called it No. 2. It seems to be recognized in the United States that the grain inspection at Chicago is very unreliable; the New York Journal of Commerce characterizing it as utterly valueless. It is therefore quite possible that too much reliance has been placed upon the inspection certificates originating in Chicago, and the grain on arriving here may have passed in accordance therewith.

Inspection should be a guaranty of quality to foreign buyers; that it is not so is not creditable to the American grain trade. If present methods continue the day may come when our government will be compelled, in order to protect the export trade against itself, to take charge directly of all grain exports, just as several countries now do of their dairy exports, and forbid any exportation save that approved by the government's agents as being what it is represented to be.

EDITORIAL MENTION

The Illinois Grain Dealers' Association is gaining ground rapidly and is to-day on a broader and better basis than ever in its history.

The Kansas Grain Dealers' Association may include Pensacola, Fla., in the list of towns visited during the coming excursion to New Orleans.

There are at present in operation or contracted for no less than 3,380 electric horsepower in the grain elevators of Buffalo, the power being transferred from Niagara Falls.

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will hold its annual meeting at the Grand Hotel, Council Bluffs, on Tuesday, March 19, beginning at 2:30 p. m. There will be an evening session also at 7:30.

The very latest from Nebraska is the complaint that the grain elevator men in that state are endeavoring to suppress the bucketshop in order to deprive the farmer of an opportunity to get the latest market reports! Now, doesn't that jolt you?

The Illinois Railroad and Warehouse Commission has ruled, on the application of the American Milling Company of Chicago for a weighmaster at its mill, that the state weighmaster law is inoperative, no provision having been made for paying said officials.

The great Connors syndicate elevator at Montreal has again come to a halt and given the Harbor Board a pain. The Board should not forget Monte Cristo's philosophy: "Everything comes around to him who waits." Of course, some die while waiting, but—

Grain dealers in all states where legislatures are now in session should take a personal interest in legislation likely to affect themselves and communicate directly with their representatives on the subject. Much wholesome influence can be exerted in this way at small expense.

The fire which destroyed the building of the Montreal Board of Trade on January 23 destroyed also all records of statistics in the office of the secretary. While this is to be regretted as an inconvenience, it is not a calamity, and the resilient power of the Board has already lifted it above all serious depression because of its calamity.

A Minnesota legislator proposes a bill to assess all grain in store in that state on May 1 of each year to the owner of the elevator, without reference to its ownership or the state it came from, at the same time giving the elevator man a lien on the grain for the tax. If, as in Illinois, the tax is not extended on the assessment for six or seven months after the assessment is made, a lien will be small consolation

to the elevator man when the tax collector comes around a month or two still later.

The Ohio Grain Dealers' Association is the first grain trade organization to claim a date for a meeting at the Pan-American Exposition at Buffalo. The exposition grounds are rapidly assuming shape, and the fair promises to be a great artistic and industrial event.

Secretary Bewsher has compiled and published in pamphlet form "List No. 10" of the regular grain dealers of Nebraska, dated January 1. It is so complete and handy that there need be no further excuse for track buyers in that state going astray with their bids.

New York has been accused of tampering in Chicago with both corn and wheat, but these Wallstreeters are such modest traders that the man who has been hunting the bull ever since the Phillips squeeze has been fruitlessly carrying an arc light in his hunt for him.

Representative John A. Shephard of Jerseyville, Ill., who is said to be vice-president of the State Bank of Jerseyville, is author of a bill to legalize bucketshops in Illinois on payment of a license fee of \$5,000 each. Now, let us be consistent and have a bill to license poker rooms and faro tables and the hold-up men at so much "per."

An enthusiastic North Dakota paper says that "Charley Blank made so much money farming last year that he has opened an office and is buying all the flax and wheat from farmers that he can, paying several cents more for the same than the local market prices. Charley doesn't need a guardian." How about a conservator—or, perhaps, an assignee?

The Duluth Board of Trade has formally adopted the new gradings for flax noted in the "Flax" department, in spite of the adverse criticism. The new No. 1 grade is identical with the Chicago contract grade. This change will no doubt broaden the trading at Duluth, although it is not impossible the effect on prices may justify the arguments against the change on that ground.

The legislators of Minnesota and the Dakotas are sitting up nights to invent some way to tax grain going through the elevators and avoid taxing it on the farm. It's a "proposition." But why not sit up an occasional night to invent a way to avoid any more taxes? This is really a bona fide suggestion, not likely to be popular, however, in these days, one must admit.

The country newspapers of Michigan report a new form of an old swindle, which, they say, has been "worked successfully." It is this: "A supposed wheat buyer agrees to buy all the wheat a farmer has at \$1 a bushel, to be delivered at the nearest market at a certain time. A written contract is signed and this turns up later as a promissory note." Now, one can hardly see how such a swindle can be "worked successfully" on a farmer of ordinary common sense, even if he should sign the alleged contract. If the contract does, in fact, appear later as a promissory note, the "note" must be a forgery—an unlawful alteration of the original

contract, which renders the contract void, while forgeries of promissory notes are not collectible in anyone's hands.

Inspector Noble is right on one point, in his tilt with President Warren on grain inspection at Chicago, to wit, that the inspection department will never be taken out of the control of the state. If the Board of Trade or its president are nursing the idea that it may recover control of it, such idea may as well be dismissed. The Board should concentrate its efforts now on the Legislature and governor to secure the reforms in the elevator law and the reorganization of the Warehouse Commission necessary to bring about the changes desired, for that is the only way by which reform can be brought about.

There have been the usual complaints of the inspection at Washington points, and a bill has been offered in the Legislature, supported by some of the wheat buyers and exporters, to abolish the inspection system law in toto, on the ground that the grades do not hold in the export or any other trade. The only warrant for any inspection system is to have some sort of authoritative machinery to pass on the quality of grain offered for delivery on contracts. If the system in Washington serves no such purpose it should be abolished; if it does serve such a purpose, to abolish it would be like cutting off a man's arm to cure a wart on his thumb.

The rumor that James McKinney of Aledo, chairman of the state campaign executive committee; A. L. French of Chapin, an "original Yates man," and James Neville of Bloomington, an attorney, have been selected by Gov. Yates as the new Board of Railroad and Warehouse Commissioners gives decided color to the pessimistic view of "An Illinois Grain Dealer," in the "Communicated" department, on the hopelessness of expecting the appointment of a practical grain man to that Commission. The said "Grain Dealer" was enough of a politician to have broken the crust of the "inner circle" of the governor's friends during the late campaign, and may know, but it is to be hoped he will, after all, be mistaken next May, when, it is said, these appointments will be formally made.

Expert judgment in grain inspection is all right enough, as far as it goes, but when experts differ there should be some reliably scientific way of ascertaining the truth. Flax Inspector Stevens at Chicago does this with flax by analysis and the use of the weighing and percentage scale—his "Arbitrator," in short, which comes on duty only when there is a live question to decide. What is to prevent the more extensive use of that method? If mixers can systematically shade top-of-the-grade stuff down to the bottom of the grade and yet miss crossing the bottom line, according to the inspector's "judgment," there ought to be some method of protecting the buyers against an error of judgment when, in fact, the line is actually crossed. Inspector Noble deprecates the use of "machinery" in inspection, which, he says, is wholly a matter of "judgment," but, with all due respect to an ex-

pert, one can hardly be expected to agree to his proposition when the "Arbitrator" is successfully supplanting mere "judgment" in flax inspection.

The habit of the management of the Illinois Grain Dealers' Association of taking the farmer into its confidence deserves commendation. Meetings like that at Champaign, referred to elsewhere, are extremely useful to maintain the entente cordiale between the inseparable factors of the grain trade. We say inseparable because the farmers can no more get along without the country grain buyer than the latter can get along without the former, and no opportunity should be neglected by the dealer to impress on farmers that he is neither aloof to their interests nor undeserving of their confidence.

A bill will be introduced in the Minnesota Legislature to put the grain inspection service of that state under civil service regulation. The unseemly scramble of 900 applicants for 150 jobs, ranging from the chief inspectorship down to trackmen, is now on. This is much worse than in Illinois, where only the chief inspector loses his head when his friend the governor moves out of Springfield. In Minnesota "the whole gang takes a walk." No wonder a change of administration there means chaos in the grain department. But, judging from Illinois experience, even civil service regulation is not a panacea for queer inspections.

The Orange Judd farmer protest that "all middlemen exact toll from producers" is not true, in any other sense than that middlemen do exact pay for a legitimate service, and that some few are dishonest men. The true middleman, in fact, exacts no more unfair "toll" than does the Farmer when it exacts a "toll" of \$1 a year from the farmer who receives that paper regularly for one year. The paper is well worth the money, and so are the grain dealers' and grain commission men's services. Let's have done with this eternal Pecksniffian twaddle about "exacting toll" from the farmers. The farmers are not entirely fools, although sometimes some of them do let the demagog pull them about by the noses for a while.

Apparently the severest blow the bucketshop has received is the Senate proposition to tax it out of existence. With the courts in a mix as to its legal status, in the matter of quotations, there seems to be no other way to stamp it out. Even the vigorous campaign of the Chicago Board has been only partially successful, while the other exchanges seem rather to favor than to oppose this pestiferous nuisance of the trade. So, while the bucketshop has nearly disappeared from Chicago, it has sprung up in innumerable minor towns of the country, where the cheaply subsidized country newspapers go into ecstasies over the "local advantages" of a "private wire." What little legitimate speculative business there may be in the country towns would go, naturally, to the legitimate commission houses, and most of the "branch houses," so-called, are nothing more nor less than gambling resorts, which the local police should clean out with the poker

rooms. The record requirements which the Senate revenue bill imposes on bucketshop owners will at any rate provide testimony, on the basis of which at least the Illinois statute against bucketshops can be enforced where it is desired to do so.

The year 1900 seems to have been an unusually prosperous and fortunate one for the farmers' elevators of Minnesota and the Dakotas, judging from the annual reports. Several serious failures have been reported during the year, but on the whole this type of elevator enterprises was exceptionally successful for the year. Enterprises of this sort follow the universal rule that success can come only of good business management. When a farmers' house is so managed—like a regular elevator—it is no more unfair or undesirable competition than any regular house. It is only the farmer-elevator pirate that is shunned by legitimate business men, as they shun any other form of business plague.

The National Board of Trade, in its sessions at Washington in January last, adopted the Chicago Board of Trade resolution, providing for the appointment of a committee to consider the question of a national uniform rule and practice establishing the various grades of spring wheat, winter wheat and hard winter wheat, and furnishing a reliable inspection of wheat, a report to be made at the next annual meeting of the Board. It also gave the crop report problem a generalized and dignified jog, and then broke into attention by a wrangle over the ship subsidy grab, which it finally indorsed. To the latter episode the subsidizers no doubt listened; the former resolutions are long since forgotten by Congress, and will so remain. The Board's deliberations are very edifying—to its members, no doubt; but as they are reported only in the briefest manner by the press, they have practically no influence on the public, and, as the Board is not an executive body in any sense, Congress is entirely safe in both forgetting and ignoring everything it says or does in convention. It will go into hibernation for another year.

Men who take positions as managers of line elevator companies' houses cannot, of course, expect their companies to have more than the usual allowance of incorporated "bowels of compassion." The incorporated company is an impersonal thing. Its officers always represent, not themselves, but the company, and a company is generally a hard, or, at least, an exacting, master. In the case of the South Dakota agent of a Minnesota company, sixteen years of continuous service certainly entitled him to some consideration, with a presumption of his entire honesty, when the books showed a shortage of grain, most of which admittedly had leaked through a racked and rickety old elevator, and was to be found in all stages of decomposition in the cellar. Manifestly it was grossly unjust that a company which allowed its property to so disintegrate as to become to all intents and purposes a sieve should ask its agent to pay out his salary money to it for grain lost in that way; but, on the other hand, an agent who accepted charge of such a rattle-trap ought to have filed his pro-

test thereto and taken steps to protect himself from just such a claim before it could be made by insisting on the repairs needed being made.

St. Louis, East St. Louis and Southern Illinois grain dealers, in a communication to Gov. Yates, presented on February 6, oppose any "radical change in the grain inspection bureau." The protestants seem to forget that it is not the working track inspectors, but the responsible heads of departments who are the targets of objection at the north end of the state, which perhaps does a little more business in grain than does the south end.

The former opinion that there was no danger of fire in the incandescent electric light has been exploded, of course, although it seems certain grain vessel owners still denied it. Capt. Drake, representing the insurance interests at Detroit, to convince the skeptic, recently took some oats and immersed an incandescent light in them. He found that it took twelve minutes for the grain that touched the glass to begin to turn brown and give off an odor. He then put on the globe that is sometimes used over the light and found that it took four hours to do the same thing. An investigation of the damage done to the cargo of the steamer Chili last season shows that such slow fires will make their way to the bottom of the cargo and also injure all the grain in the compartment. The plates of the Chili were warped where the fire reached them and a frame or two bent. Had she been of wood, she would have taken fire. These experiments show, however, that the incandescent electric light is still the safest of artificial lights.

The question what to do with the accumulations of dust and chaff eliminated from grain by the cleaning machines has been quite a serious problem where the amount is in excess of that which may be burned under the boilers of the power plant, or where boilers are not in use. In no case will the presence on the premises of this refuse be tolerated by the insurance people—a point that will interest the country elevator man, who cleans his grain prior to shipping, as well as the operator of the terminal cleaning houses.

The real worth of the refuse, aside from its quality as fuel, has been little considered. It has been used to some slight extent as feed, but its value in that respect cannot be very great. It appears, however, from experiments made with elevator dust and chaff by the farmers in the vicinity of Mattison, Ill., that this refuse has valuable properties as a fertilizer.

This would seem to be scientific, and elevator men would serve themselves as well as the farmers by urging the use of elevator refuse for this purpose and giving it a thorough test. Such use would at once relieve the elevators and cleaning houses of the stuff, where it is a nuisance, and its use on the land would probably restore certain valuable constituents to the soil. In and about the elevator it is a menace, because it is quite inflammable, alike from accidental causes, such as locomotive sparks, and from spontaneous combustion; and any suggestion of a way out of the difficulty is worthy of careful consideration.

Trade Notes

The Carl Anderson Co., Chicago, makers of Gus Gas and Gasoline Engines, suffered a loss by fire on February 1.

B. S. Constant of Peoria, Ill., designer of grain elevators and manufacturer of elevator machinery, died, the latter part of last month. We have no particulars.

G. H. Stephens, treasurer of the Webster Mfg. Co., Chicago, and manager of the company's New York City branch, spent the first part of the month at the home office.

J. A. Jamieson, engineer and elevator contractor at Montreal, Canada, whose offices were destroyed by the recent Board of Trade fire, has opened new offices at 75 Common Street.

F. D. Jenks, of Botsford-Jenks Co., Port Huron, Mich., will probably spend a portion of next summer in Scotland, where his firm have a contract for erecting a large grain elevator.

The American Scale Co., Kansas City, Mo., were so unfortunate as to lose their entire factory and contents by fire the middle of last month. They will be unable to fill orders for their hopper scales for some time to come.

The Garry Iron & Steel Roofing Co. of Cleveland, Ohio, report that they have just shipped one of their pneumatic cranes to the New York Central Railroad, which makes the fourth pneumatic crane of this type which that railroad has in use.

The marriage of Mr. Alexis C. Barbeau of Silver Creek, N. Y., to Miss Kittie Skidmore Newton, occurred at the home of the bride's parents, Irving, N. Y., on Jan. 16, 1901. Mr. Barbeau is the son of Louis E. Barbeau, president of The S. Howes Co.

H. W. Caldwell & Son Co. have plans completed for the erection of an additional building at their new plant, Western Avenue and West Eighteenth Street, Chicago. It will be a four-story and basement building, 160x70 feet, of brick, stone and iron.

The Gutta Percha & Rubber Mfg. Co., Chicago, make their spring introduction through our advertising columns this month. Their facilities for handling elevator contracts have been increased during the winter and their special belting for the grain trade has a well-deserved popularity.

Perfect lubrication is a subject of very vital importance to every power user and engineer. The subject is well handled in a 44-page booklet published by the Jos. Dixon Crucible Co., Jersey City, N. J., entitled, "Graphite as a Lubricant." They will gladly send a copy to anyone interested in better lubrication.

N. B. Hieatt, the well-known organizer and former president of the Kansas Grain Dealers' Association, who for several months past has been connected with the Moffatt Commission Co. of Kansas City, Mo., has given up that position and organized the N. B. Hieatt Grain Co. in that city. Their offices are at 614 Board of Trade building.

The Dodge Mfg. Co. is about to extend its machine shop and foundry at Mishawaka, Ind. The two new buildings will be practically duplicates of each other, 200x125 feet, of steel construction, with gravel roof and side walls of brick. Each will be provided with a 35-ton electric traveling crane, together with the necessary heating apparatus and sprinkler equipment. A new 72-inch cupola, electrical equipment, Corliss Engine, etc., will be installed.

The Borden & Selleck Co., Chicago, furnishes us the following list of grain dealers who are recent purchasers of the Howe Gasoline Engine: Fremont & Henton, Butler, Mo., 12 h. p.; T. M. Polsen, Cedarvale, Kan., 15 h. p.; Jeter & Jeter, Plano, Ill., 23 h. p.; L. W. McGivney, Pond Creek, Okla., 10 h. p.; F. E. Pilliod, Roachton, Ohio, 12 h. p.; E. F. Shepard, Chagrin Falls, Ohio, 15 h. p.; Wood & Smith, Portage, Wis., 23 h. p.; J. A. Inglehart, Redwood Falls, Minn., 8 h. p.; Turner & Brenner,

20 h. p. for elevator at Wakefield, Neb., and 8 h. p. for elevator at Wayne, Neb.

F. M. Watkins, Cincinnati, Ohio, manufacturer of gas and gasoline engines, has removed the general offices and plant into a building at Baymillar and Sixth street. The new location affords double the former capacity and storage room for the large stock of engines of 2 to 25 horsepower, which is constantly carried.

The S. Howes Company, Silver Creek, N. Y., add this postscript to a recent letter: "We are glad to say that we are exceptionally busy in our shops, mostly on account of the large run on our new style oat clipper and elevator separator. We have received repeat orders for these machines from the Armour Elevator Co. and the South Chicago Elevator Co., both of Chicago.

The International Sprinkler Co., Philadelphia, controlled by Merchant & Co., Inc., of that city, furnish us with a long list of recent installations of their sprinkler system of fire protection, both wet and dry. Notable among these contracts is one from Chas. C. Harrison of Philadelphia for all of his great business blocks, requiring in the neighborhood of 8,000 sprinkler heads. This is one of the most important contracts of this kind ever awarded in the East. The International Sprinkler Co. take special pleasure in furnishing property owners with information about reducing their fire hazard and insurance cost.

The new general catalog of the Marseilles Mfg. Co., Marseilles, Ill., contains 176 pages and hundreds of illustrations. Among the machinery of interest to the grain trade may be mentioned corn shellers of every description, corn cleaners, feed grinders, horsepower, Pease Warehouse Fanning Mills, Pease Dustless Separators, power transmission appliances and elevator supplies of every description. The company also has a catalog intended especially for the grain trade. They have warehouses and agencies in many of the principal cities which often insures customers against the annoying delays of long shipments.

DOTS AND DASHES

Duluth's largest car of grain came in on January 12. It contained 1,483 bushels of No. 1 Northern wheat.

The Texas Millers' Association will recommend to the Legislature the creation of a grain inspection system.

Peoria will raise \$10,000 to cover the expenses of the annual corn carnival to be held in that city next fall.

A bill has been introduced in the Michigan Legislature providing for the creation of a grain inspection bureau.

Florida produced thirty-one acres of broom corn in 1900. The yield was sixty-two tons, which sold for nearly \$4,000.

A Minnesota legislator has introduced a bill to appropriate \$75,000 to buy seed grain to loan to impecunious farmers.

The Illinois Corn Growers' Association will make a large exhibit at the Buffalo Pan-American Exposition next summer.

The old "Baltic" in London having been discontinued, shareholders received checks for £720 for each £100 share owned.

The governor of Oklahoma recommends to the Legislature that the grain inspection laws of the territory be completely revised, "adapting them to Oklahoma's special needs."

The elevators of the Shellabarger Mill & Elevator Company at Decatur, Ill., were damaged by fire, February 12, to the amount of \$1,000, and \$75,000 worth of grain in store was damaged by water.

Secretary Coburn, of the Kansas State Board of Agriculture, finds that the total value of the farm products and live stock in Kansas in 1900 was \$331,254,159, an increase of \$28,348,760 over 1899.

Wheat represented in 1900 \$41,974,144.97; corn, \$39,581,835.13; oats, \$6,626,443.82; rye, \$753,158.15, and barley, \$972,358.29.

The next government crop report will not appear until in March and will show how much grain then remains in farmers' hands.

California has begun growing broom corn, and put her first crop on the market this season. Most of it has been sold, some bringing \$100 a ton.

Pacific Coast wheat shipments in 1900 were about 10,000,000 bushels greater than in 1899, while the total exports of the United States decreased about that much.

A Paxton, Ill., elevator man who had offered a prize of \$5 for the biggest load of corn hauled to his house, awarded the money to a load of 68-60 bushels, making a net weight of 4,810 pounds.

Jacob Rapp, a farmer at Churubusco, Ind., grew last season a corn similar to common dent corn, except that every kernel on the cob was incased in a husk, like that of the cob, but of finer texture.

New Orleans "points with pride" to the performance of Elevator D at Stuyvesant Docks, which loaded out 439,694 bushels of grain into ships and took 224,605 bushels from cars, making 664,299 bushels handled for one day.

Margaret Richardson of Hoover, Ind., has applied for an injunction to restrain Shirk & Haskett from burning corn cobs and refuse of their mill and elevator. She complains that the smoke of the burning cobs and also the chaff blow into her home.

Peter Moszewski of Manitowoc, a grain trimmer, has begun an action to recover \$15,000 of the Flint & Pere Marquette R. R. Co. He fell into a hatchway of Ferry No. 5 while loading grain at Elevator B of the Northern Grain Company and was permanently disabled.

The Calumet Grain and Elevator Company has loaded the following boats, the grain to remain in storage until navigation opens: Barge Michigan, 94,000 bushels; barge Tasmania, 8,500 bushels, steamer J. S. Pratt, 137,000 bushels. Another boat is to be loaded with 125,000 bushels of oats.

Little Rock, Ark., is beginning to assume airs of a grain market. Her receipts last year were 2,053,200 bushels of corn and 411,000 bushels of wheat, being increases over the receipts of 1899 of 584,400 bushels of corn and 193,800 bushels of wheat. Corn shipments were 1,273,800 bushels, or 341,600 bushels more than in 1899.

The Knapp roller grain barges are likely to be a feature of Canadian canal navigation during the season of 1901. It is reported that a movement is on foot to build a number of these barges and make a thorough test of the invention, which consists of an external and internal iron cylinder, the outer one for buoyancy and the inner one for storage, with various labor-saving devices for loading and unloading. The barges will be towed in the usual manner, but will be provided with small engines capable of moving them in and out of locks without the aid of a tug.

SHRINKAGE OF CORN.

The following interesting test is reported by the T. S. Gilliland Grain Company to the Bulletin of Van Wert, O.: "Last fall A. A. Griffin of Hoaglin Township, weighed one crib of corn when he put it up. The first load was cribbed October 9 and the last October 22. The total amount of corn cribbed was 34,970 pounds. The first load was hauled out January 8 and the last February 1. The total hauled out was 29,995 pounds, showing a shrinkage in the process of seasoning of 4,995 pounds, or 14 per cent. This is new light on the shrinkage of good corn in prime condition. The popular rule for estimating shrinkage has, heretofore, placed the loss, by this process, at 7 to 8 per cent for all grades of corn. Mr. Griffin's painstaking is, therefore, a valuable lesson to his fellow farmers."

Send us the grain news of your county.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Feb. 9, 1901, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	617,000	1,511,000	304,000	131,000	
Boston	999,000	809,000	119,000		
Buffalo	2,715,000	13,000	45,000	55,000	862,000
do. afloat	1,014,000		162,000		
Chicago	11,444,000	3,529,000	3,090,000	590,000	271,000
do. afloat	57,600	314,000	1,204,000		
Detroit	464,000	512,000		34,000	27,000
Duluth	7,216,000	2,693,000	957,000	294,000	75,000
do. afloat					
Fort William	1,387,000				
do. afloat					
Galveston	1,236,000				
do. afloat					
Indianapolis	228,000	27,000	28,000	2,000	
Kansas City	1,482,000	325,000	11,000		
Milwaukee	1,019,000	584,000	849,000	1,000	25,000
do. afloat					
Minneapolis	16,832,000	184,000	2,247,000	14,000	39,000
Montreal	99,000	13,000	128,000	9,000	41,000
New Orleans	358,000	875,000			
do. afloat					
New York	5,647,000	953,000	276,000	24,000	347,000
do. afloat	8,000				
Peoria	11,000	381,000	595,000	32,000	24,000
Philadelphia	327,000	1,134,000	97,000		
Pt. Arthur, Ont.	250,000				
do. afloat					
St. Louis	4,501,000	464,000	10,000	10,000	64,000
do. afloat		15,000			
Toledo	565,000	1,714,000	268,000	9,000	
do. afloat					
Toronto	50,000		2,000		4,000
On Canals					
On Lakes					
On Miss. River					
Grand Total	58,494,000	16,050,000	10,290,000	1,205,000	1,779,000
Corresponding date 1900	53,605,000	14,709,000	5,968,000	1,119,000	1,506,000
Weekly Inc.	4,889,000	1,341,000	4,322,000	86,000	273,000
Weekly Dec.	1,373,000				94,000

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending February 9, as compared with same weeks last year, have been as follows:

Articles.	For week ending Feb. 9, 1901.	For week ending Feb. 10, 1900.	For week ending Feb. 2, 1901.	For week ending Feb. 3, 1900.
Wheat, bushels	2,735,000	1,276,000	3,218,000	1,510,000
Corn, bushels	3,732,000	3,658,000	3,119,000	3,020,000
Oats, bushels	794,000	465,000	663,000	151,000
Rye, bushels	18,000	34,000	13,000	43,000
Barley, bushels	42,000	345,000	47,000	510,000
Flour, barrels	347,600	308,300	198,300	216,600

RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending Feb 12 has been as follows:

January.	No. 2 W. WHT.		No. 1 W. WHT.		No. 2 CORN.		No. 2 OATS.		No. 2 RYE.		No. 1 N. W. FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12	76	78	74	76	37	37	24	24	53	53	166	166
13	76	78	74	76	37	37	24	24	52	54		
14	75	77			37	37	24	24	53	53		
15	75	76	72	74	36	36	24	24	52	52	164	164
16	74	76	71	73	37	37	24	24	52	52	164	164
17	75	77	72	74	37	37	24	24	52	52	164	164
18	75	77	72	74	37	37	24	24	52	52	164	164
19	75	77	72	74	37	37	24	24	52	52	164	164
20	75	77	72	74	37	37	24	24	52	52	164	164
21	75	77	72	74	37	37	24	24	52	52	164	164
22	75	77	72	74	37	37	24	24	52	52	164	164
23	75	77	72	74	37	37	24	24	52	52	164	164
24	75	77	72	74	37	37	24	24	52	52	164	164
25	75	77	72	74	37	37	24	24	52	52	164	164
26	75	77	72	74	37	37	24	24	52	52	164	164
27	75	77	72	74	37	37	24	24	52	52	164	164
28	75	77	72	74	37	37	24	24	52	52	164	164
29	75	77	72	74	37	37	24	24	52	52	164	164
30	75	77	72	74	37	37	24	24	52	52	164	164
31	75	77	72	74	37	37	24	24	52	52	164	164
February 1	75	77	72	74	37	37	24	24	52	52	164	164
2	75	77	72	74	37	37	24	24	52	52	164	164
3	75	77	72	74	37	37	24	24	52	52	164	164
4	75	77	72	74	37	37	24	24	52	52	164	164
5	75	77	72	74	37	37	24	24	52	52	164	164
6	75	77	72	74	37	37	24	24	52	52	164	164
7	75	77	72	74	37	37	24	24	52	52	164	164
8	75	77	72	74	37	37	24	24	52	52	164	164
9	75	77	72	74	37	37	24	24	52	52	164	164
10	75	77	72	74	37	37	24	24	52	52	164	164
11	75	77	72	74	37	37	24	24	52	52	164	164
12	75	77	72	74	37	37	24	24	52	52	164	164

* Nominal price. † Holiday.

During the week ending January 18, Prime Contract Timothy Seed sold at \$4.60@4.67½ per cental; Prime Contract Clover Seed at \$10.75@11.00; Hungarian at \$0.85@1.15; German Millet at \$0.90@1.40; buckwheat at \$0.85@1.20 per 100 pounds.

During the week ending January 25, Prime Contract Timothy Seed sold at \$4.60 per cental; Prime Contract Clover Seed at \$9.50@11.00; Hungarian at \$0.85@1.15; German Millet at \$0.90@1.40; buckwheat at \$0.85@1.15 per 100 pounds.

During the week ending February 1, Prime Contract Timothy Seed sold at \$4.60 per cental; Prime

Contract Clover Seed at \$11.00@11.25; Hungarian at \$0.85@1.15; German Millet at \$0.90@1.40; buckwheat at \$0.85@1.20 per 100 pounds.

During the week ending February 8, Prime Contract Timothy Seed sold at \$4.50@4.60 per cental; Prime Contract Clover Seed at \$11.25@11.40; Hungarian at \$0.85@1.15; German Millet at \$0.90@1.40; buckwheat at \$0.85@1.15 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of January, 1901:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	590,697	360,615	470,650	259,039
Corn, bushels	5,562,137	3,915,432	5,905,308	3,604,977
Oats, bushels	668,816	266,986	315,237	46,030
Barley, bushels	20,777	58,339		24,793
Rye, bushels	46,988	33,181	64,285	
Timothy Seed, bushels	3,137	5,957	673	7,838
Clover Seed, bushels	3,730	20,814	565	16,937
Hay, tons	3,724	4,621	1,450	1,178
Flour, bbls.	245,413	272,178	235,597	184,426

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	1,112,810	1,381,552	1,520,969	816,686
Corn, bushels	1,814,056	504,530	1,397,041	154,441
Oats, bushels	9,606,434	8,966,328	714,009	303,008
Barley, bushels	8,245	169,651		201,509
Rye, bushels	1,925	26,831		17,061
Flax Seed, bushels				
Hay, tons	20,020	21,490	18,300	18,300
Flour, barrels	227,021	172,334	97,716	60,341

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	2,491,811	1,810,768	1,024,799	1,577,488
Corn, bushels	11,148,998	11,218,822	4,139,698	4,194,576
Oats, bushels	9,606,434	8,966,328	6,071,152	4,948,433
Barley, bushels	2,023,170	2,212,994	386,896	787,700
Rye, bushels	160,083	2,925	63,457	192,114
Timothy Seed, lb.	2,191,370	4,874,040	3,566,983	3,949,678
Clover Seed, lb.	882,663	954,582	1,367,891	1,712,474
Other Grass Seed, lb.	1,265,636	1,166,457	1,022,967	827,885
Flaxseed, bushels	267,690	159,520	22,736	181,690
Broom Corn, lb.	842,615	411,310	559,060	570,836
Hay, tons	14,969	22,688	371	686
Flour, barrels	1,018,145	1,170,516	884,848	892,690

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	91,795	86,680	29,917	56,901
Corn, bushels	795,708	450,040	330,722	183,729
Oats, bushels	364,134	208,507	198,241	65,214
Barley, bushels	120,830	150,482	5,600	225
Rye, bushels	30,471	49,173	17,703	23,189
Timothy Seed, bags	4,84	804	2,865	2,816
Clover Seed, bags	3,665	3,954	3,672	6,362
Other Grass Seeds, bags	5,50	3,999	6,426	5,568
Hay, tons	2,672	6,605	4,639	2,420
Flour, barrels	255,999	407,280	217,076	368,945

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	204,913	173,806	65,008	31,954
Corn, bushels	1,556,311	911,979	804,617	409,061
Oats, bushels	756,771	686,403	385,484	88,565
Barley, bushels	42,351	30,197	4,800	849
Rye, bushels				
Flaxseed, bushels				
Hay, tons	5,983	13,070	1,140	1,251
Flour, tons	52,870	55,390	28,110	23,460

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	128,097	321,450	70,320	146,083
Corn, bushels	579,429	405,515	204,171	258,454
Oats, bushels	201,290	120,861	34,033	27,528
Barley, bushels	131,761	74,533	18,385	742
Rye, bushels	16,415	16,175	17,549	7,945
Hay, tons				
Flour, barrels	22,900	11,400	19,000	12,600

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	758,655	805,291	63,047	152,953
Corn, bushels	1,319,369	352,986	15,341	4,700
Oats, bushels	222,716	9,297	14,866	7,585
Barley, bushels	9,300	64,747	47,545	
Rye, bushels	25,565	26,183		3,599
Flaxseed, bushels	126,773	25,331	32,687	3,549
Flour, barrels			16,925	16,180
Flour production, bbls.	8,600	16,480		

GALVESTON—Reported by Dr. S. O. Young, secretary of the Cotton Exchange and Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels			1,763,425	440,000
Corn, bushels				1,029,056

K

ELEVATOR

GRAIN NEWS

AMONG CHICAGO'S ELEVATORS.

Armour Elevator B Annex is experiencing a dull period, having done no work since the early part of January.

The 700,000-bushel Galena Elevator was closed down for a week last month to make some necessary repairs to its engine.

The Byrnes Grain Co.'s elevator at 3149-51 La Salle Street has greatly increased its handling facilities by adding a third elevator leg and entirely new shafting and pulleys.

C. L. Dougherty's Mattison Elevator at Mattison, Ill., in addition to improvements recently reported, has installed a Cyclone Dust Collector and is in active operation.

The steamer Selwyn Eddy was recently loaded with 150,000 bushels of corn at the Minnesota Elevator. The boat will winter in the North Branch until spring, when it will go East with its cargo.

At the McReynolds Elevator A at South Chicago, wood has been substituted for sheet iron on the six elevator legs, which were worn completely through in places by the constant friction of the belts.

P. E. Canfield, who was superintendent of the Wabash Elevator until its operators, the Chicago Elevator Company, passed out of existence, recently went to Kansas City, Mo., to take charge of one of Richardson & Co.'s elevators at that point.

Peter Schmidt, superintendent of the Alton Elevators A and B, has recovered from his recent attack of inflammatory rheumatism and is now superintending the placing of the machinery in George A. Seaverns' large new elevator at Davenport, Iowa.

The steamer G. Stone was loaded on January 24 with 165,000 bushels of oats from the South Chicago Elevator Company's Elevator D. It was towed down the river and tied up to await the opening of navigation, when it will proceed to the East with its cargo.

The Atlantic Elevator on Goose Island, which has been closed down for a considerable period, was started up on January 21. The steamer J. Owen was loaded with 150,000 bushels of oats for storage until the opening of navigation, when it will proceed direct to Buffalo.

W. H. Merritt & Co.'s Elevator A at South Chicago recently made several improvements in conformity with the ruling of the Chicago Underwriters' Association. The passenger elevator has been cut off on the first floor with 2-inch planks. Railroad locomotive limit signs have been placed in the yards.

Central Elevator A is making several improvements to its marine leg. A belt conveyor has been placed in a tunnel under the railroad track, connecting with the foot of the leg, thereby obviating the necessity of removing the leg in the case of cars being switched. Rope transmission has been substituted for the belt formerly used in the marine leg.

The Leet & Fritze Elevator on the C. & E. I. at Ninetieth Street and Stewart Avenue, Oakdale, which was completely destroyed by fire on the evening of January 20, was insured for \$13,000 in 13 companies. The owners kept a man in charge of the premises days only. The cause of the fire will probably never be known. The house was built in 1882 but had been idle for a couple of years. The last tenant was the American Cereal Co. Negotiations for a new tenant were nearly consummated at the time of the fire. The property was in the custody of the Continental National Bank and the American Trust & Savings Bank.

Steger Brothers' Transfer Elevator on the E. J. & E. at Mattison, Ill., has been visited by burglars for a second time during the past two months. The first time they did considerable damage by using explosives in the attempt to open the safe, but were unsuccessful. On their second visit they had no need for tools or nitro-glycerin as the safe was not locked. A card attached now announces that "This safe is open." During the short time this house has been in operation it has been exceedingly busy, but a scarcity of cars has prevented it from accomplishing as much work as it otherwise would have done. During the middle of January over 200 cars were lying on sidings between there and Joliet waiting to be unloaded. A Marsh Deep Well Pump and a Monitor Injector have been added to this up-to-date plant. The height of the smokestack has been increased some 40 feet and bricked up from the boiler to two feet

above the roof. The latter was done to comply with the rulings of the underwriters and to decrease the rate of insurance, the stack now being classed as standard.

Rogers, Bacon & Co.'s transfer elevator on the Grand Trunk at Harvey, Ill., is having several kinds of trouble with its metal smokestacks. The house was recently remodeled and enlarged. When one of the new stacks was being raised it broke at the joints and fell to the ground. It was again raised but broke away and now lies on the prairie in a somewhat disfigured condition. A second new stack was then procured and successfully placed. During January the heavy winds blew down 24 feet of the old stack so that the owners are now considering building a substantial brick stack.

Churchill & Co., operating the Lake Shore Transfer Elevator at Sixty-sixth Street and Calumet Avenue, are having considerable difficulty in getting rid of the chaff and dust from their cleaning machines. Arrangements were made for shipping it out to be utilized for feed, and a shipping house was erected some 25 feet north of the elevator, to which it was carried by a spout. A dust collector was also placed on the roof. The irregularity in getting cars and the amount of material accumulating being in excess of what can be burnt under the boiler, they are in something of a dilemma as to how to dispose of it. A large portion of the exterior of the cupola of this house has been newly slate clad.

The new Baltimore & Ohio Transfer Elevator at Eighty-seventh Street and the B. & O. and Illinois Central tracks, South Chicago, is now completed and was put in operation early this month. The house contains 155 bins of cribbed construction and a storage capacity of 500,000 bushels. The house is 170 feet high to top of cupola, which runs the entire length. The machinery equipment comprises 6 monitor Oat Clippers, 4 Monitor Cleaners with a capacity of 1,500 bushels each, 13 elevator legs with iron boots and tanks, 2 car pullers, 8 power shovels, 2 screw and 1 40-inch belt conveyor 320 feet long, 10 hopper scales, 11 Cyclone Dust Collectors and 2 Sturtevant Fans. Three railroad tracks run into the building and the unloading capacity is 150 cars daily. The stairs, elevator and rope drive are situated in a substantial brick tower adjoining the main building on the north. Openings to the elevator on each floor are protected with automatic standard iron doors. All bearings on shafting are equipped with chain oil feed. The boiler, engine and coal houses are located 34 feet north of the main plant and are of fireproof construction in all respects. The engine and boiler rooms are 40x50 feet each and the coal house 20x40 feet. The power equipment consists of 4 Wicks Patent Boilers, a double compound engine, a Blake Steam Fire Pump 18x10x12, boiler feed pumps, dust collector, heaters, dynamo and a brick boiler stack 168 feet high. J. Wright is the superintendent of this plant.

CENTRAL.

Duffy & Harrington have completed their elevator at Otterbein, Ind.

E. W. Phares has purchased the Fay & Dolman elevator at Kokomo, Ind.

J. T. Houser and A. L. Beedle of Troy, Ohio, are building a grain elevator.

A grain elevator is to be built at Delaware, Ohio, by Paul Gage of Sunbury.

Joseph and Isaac Henry have purchased R. M. Shms' elevator at Wingate, Ohio.

Michael Shanahan will build an elevator at Lamb, St. Clair County, Michigan.

An elevator is being built at Johnsonville, Ind., by Ira Cadwallader of West Lebanon.

Bailey, Bunnell & Co. have succeeded O. B. Bailey in the grain and hay business at Wanatah, Ind.

Donlin & Ryan have succeeded Wm. Donlin in the grain business at Delphi and Rockfield, Ind.

Parrish Bros. have succeeded Parrish & Morton as proprietors of the elevator at Zanesfield, Ohio.

George Carty has material on the ground for a new elevator at Kinde, Huron County, Michigan.

The Samuel Born Grain Co. have built storage capacity for 15,000 bushels of corn at Ash Grove, Ind.

Crew & Brantingham are doing a grain, hay and feed business in their new building at Sebring, Ohio.

Holmes Bros. of Portland, Ind., have closed a contract for the erection of a 15,000-bushel elevator. The machinery contract went to the Buckwall-Harmon Co. of Indianapolis.

The two elevators of the Lake Shore Railway at La Porte, Ind., with a capacity of about 35,000 bushels, are to be torn down. They are old structures and the occupants have been notified to vacate them before June 1. This will probably lead

to the erection of new elevators there next summer.

W. H. Snyder will erect a 50,000-bushel steel storage tank in connection with his mill at Carey, Ohio.

Frank Rohrabach, whose elevator at Radnor, Ind., was destroyed by fire, contemplates rebuilding in the spring.

M. Gimming and Quimby Climer, forming the Scioto Valley Grain Co. at Chillicothe, Ohio, have dissolved partnership.

Geo. R. Hoops of Logansport, Ind., has purchased the elevator at Star City and will operate it through a local manager.

An elevator is to be built at Ridgeville, Ind., by Goodrich Bros. of Winchester. It is expected that it will be completed by April 1.

Allen E. Slessman has purchased the Comstock & Slessman elevator at Greenspring, Ohio, which he has been manager of for some time.

It is reported that an elevator will be built in the spring on the Wabash Railway at Montpelier, Ohio, by the stockholders of the Montpelier Bank.

Patterson Bros. have purchased the elevator of the Waverly Grain Co., Waverly, Ohio, and will move it to Picketon, where it will be put in first-class condition. Machinery will also be put in for grinding flour, meal and feed.

G. T. Burrell & Co. have the contract for a 40,000-bushel grain elevator at New Harmony, Ind., for the Crocker Elevator Co. of Maroa. It will be furnished with 25-horsepower steam engine and 35-horsepower boiler and equipped with the Burrell Head Shaft, a special feature which is used in all the Burrell elevators.

Judge White of the Circuit Court has given a decision in the suit of John McMurtry against A. R. McMurtry & Co., grain merchants at Marshall, Ind., for an accounting and a dissolution of partnership. The court dissolves the firm and holds that each partner shall assume a portion of the indebtedness. The amount involved in the suit was about \$16,000.

ILLINOIS.

W. H. Westcott has a new elevator at Ransom, Ill.

William Sursdolf of Dewey will buy grain at Prospect, Ill.

J. T. Samans has succeeded Schroll & Samans at Pierson, Ill.

The farmers have an elevator nearly completed at Bondville, Ill.

Henry Grube is preparing to build a grain elevator at West Brooklyn, Ill.

James Short of Hillsboro, Ill., contemplates building an elevator at Witt.

Henley Eversole is now doing business in his brand new elevator at Sublette, Ill.

An elevator will be built at Gridley, Ill., in the spring by a Mr. Rutz of that place.

A. H. Labhardt has been chosen manager of the F. M. B. A. Elevator at Highland, Ill.

Van Vleck & Son, Sidney, Ill., have installed a new gasoline engine in their elevator.

A. M. Rutherman, grain dealer at Hidalgo, Ill., has sold out his general store business.

Joseph Gregg, a grain shipper of Chicago, has filed a voluntary petition in bankruptcy.

W. W. Gray has traded his store and elevator at Wing, Ill., for a large farm near Olney.

James McDonald will install a new 11-horsepower engine in his elevator at Green Valley, Ill.

The grain firm of J. T. Evans & Co. at Clay City, Ill., has been succeeded by Duff & Evans.

The grain firm of Howrey & Cuppy at Kemp, Ill., was succeeded a short time ago by Cuppy & Co.

The Gordon Mill & Grain Co., Burton View, Ill., has completed and filled with corn a new elevator.

Wolf Bros. & Rowland on February 2 purchased at master's sale the Lanark, Ill., elevators for \$4,226.

Tucker, Dodds & Co. of Morton, Ill., are planning to build an elevator at Allentown in the spring.

Edward Sale of Champaign, Ill., has put a 22-horsepower gasoline engine in his elevator at Dewey.

C. Andres & Son have installed a 10-horsepower Fairbanks-Morse Gasoline Engine in their elevator and feed mill at Tinley Park, Ill. They formerly operated by horse-power. The elevator has a stor-

age capacity of 16,000 bushels. C. Andres Jr. is in charge of the plant.

A. H. Boston has moved from Deland, Ill., to Rands, Iowa, where he has purchased an elevator and store.

The Elliott Elevator Co., a successful farmers' elevator at Elliott, Ill., has elected Ole Hatterberg as manager.

Greenleaf & Co. are completing an elevator at Murrayville, Ill. They are also erecting cribs, 48x24 feet, 24 feet high.

Jordan Bros. of Heyworth, Ill., are replacing the gasoline engine in their elevator with a steam engine of 20 horsepower.

McClellan Eversole of Kemp, Ill., expects to engage in the grain business soon, but has not decided on a location yet.

W. C. Trabue and T. W. Buxton of Lovington, Ill., will soon commence work on a 30,000-bushel elevator in the Vandalia yards.

J. E. House of Patterson, Ill., has leased the Barrow Elevator to Dill & McLane for one year. E. L. Atchison will be in charge.

Two 50,000-bushel elevators will probably be built at Thomasboro, Ill., in the spring, by J. B. Walton & Son and Morrison & Grindley.

A new village is being laid out on the Peoria Branch of the Northwestern, between Nelson and Walnut. The plans include a site for a grain elevator.

The Charles Pope Glucose Co., Geneva, Ill., was a recent purchaser of one No. 32 and one No. 33 Perfected Separator from the Barnard & Leas Mfg. Co.

Boyle & Blakely of Kilbourne, Ill., will build an elevator at Conover Siding and perhaps at Oakford. Their new elevator at Kilbourne is now in operation.

O. C. Benson of Fairmount, Ill., has purchased D. Gregg's elevator at Catlin. William Douglas will have charge of the business and some repairs will be made.

The elevator at Monmouth, Ill., in charge of A. W. Aplin, last month shipped 15 cars of oats, containing 1,250 bushels each, to San Francisco, for export to the Orient.

A farmer at Carlock, Ill., recently delivered to the elevator of O'Hara, Baldridge & Co. a load of oats containing 157 bushels, which is said to break the record at that place.

Boyden & Dewey of Sheffield have purchased the three Nicholson Elevators at Henry, Ill., and will take possession on March 1. Mr. Nicholson will retire from active business.

Mr. Kimler, whose elevator at Monmouth, Ill., was recently destroyed by fire, has received \$1,200 insurance and is attempting to organize a stock company to build a new elevator.

The Barnard & Leas Mfg. Co. recently sold through the Webster Mfg. Co., Chicago, a No. 0 Victor Corn Sheller and through the Weller Mfg. Co., Chicago, a No. 2 Cornwall Corn Cleaner.

L. R. Smith & Co. will build an elevator at Sullivan, Ill., as reported last month, but not on the site of the old one. It will be on a new siding of the Wabash instead of on the Illinois Central. G. T. Burrell & Co. of Chicago, are making the plans.

It is stated that \$1,000,000 of the increased capital of the Burlington Railroad will be used in the creation of transfer yards and the erection of a large elevator at some point in Illinois outside Chicago, so as to facilitate the handling of through traffic and avoid the necessity of bringing it into Chicago for transfer to the eastern roads.

EASTERN.

A. D. Brown's Sons have opened a grain store at Jay, Me.

L. L. Morrill has sold his grain business at Waterville, Me., to Geo. A. Kennison.

F. G. Severance has bought the grain and feed business of Geo. Aitchison at Erving, Mass.

Reindollar & Co. of Tarrytown, Md., have suffered a loss by theft of 10 bags of clover seed.

Valentine L. Bates, a grain merchant of Sag Harbor, L. I., is one of several parties who have purchased a steam freight boat, to ply between that place and New York.

The Whitney Elevator & Warehouse Co., Rochester, N. Y., have elected the following directors for the new year: James W. Whitney, H. R. Gilbert, H. M. Howard, Ed. Thomas.

At their recent annual meeting at Frederick, Md., the stockholders of the Frederick Elevator Company elected Louis Muller of Baltimore, president; F. A. Myer of Baltimore, vice-president; George R.

Dennis Jr., of Frederick, secretary and treasurer; William H. Turner of Ijamsville, manager.

G. T. Hodges of Shepherdstown has purchased R. L. Wysong's elevator at Duffields, Md., for \$2,500.

H. P. McLaughlin of Mason & Dixon, Pa., has sold his store, wareroom and elevator to Hartle & Barnhart.

Lowe & Co., Ira A. Lowe, manager, has purchased Geo. F. Wetherbee's grain and mill business at Gardner, Mass.

It is reported that the Norfolk & Western Railway are preparing to build a large grain elevator at Lambert's Point, Va.

The grain and feed firm of Gurnee & Blauvelt at Suffern, N. Y., has been dissolved, and Mr. Gurnee continues the business at the old stand.

The Buffalo Elevating Co., Buffalo, N. Y., have contracted for the erection of a 1,250,000-bushel elevator to take the place of the burned Dakota Elevator. The Great Eastern Elevator Co. of the American Linseed Co. have also contracted for a steel elevator of 2,200,000 bushels' capacity. It will have a handling capacity of 30,000 bushels per hour. Both houses will be operated by electricity.

WESTERN.

Alfred Hatton, a grain dealer at Dillon, Mont., has filed a petition in bankruptcy.

Jaffa & Calfee of Roswell, N. M., have been succeeded by Jaffa, Calfee & Co. They deal in grain and groceries.

The Royal Milling Co. of Great Falls, Mont., will build a 30,000-bushel elevator on a branch railroad near Kalispell.

Joyce, Pruitt & Co., Carlsbad, New Mexico, have purchased the hay, grain and flour business of John F. Matheson of that place.

The British bark Ancona has just taken on a load of wheat from Elevator B at Tacoma. The vessel was chartered by the grain exporting firm of A. A. Fowler & Co. of New York City, and is the first shipment made by them from the Pacific Coast.

The attempt in the legislature of the state of Washington to repeal the grain inspection law has failed thus far. An attempt, however, will probably be made to amend the law so as to make state inspection optional with the shipper. This does not appear desirable and, will probably be defeated also.

SOUTHERN.

Woods & McGahey have opened a grain store at Lewisburg, Tenn.

The Murray Milling Co. have their new elevator nearly completed at Murray, Ky.

It is reported that a third elevator will be erected at Claremore, Ind. Ter., in the spring.

Pat Rogers of Guthrie has purchased John Moore's elevator at Pond Creek, Okla.

Beshers & Jackson, Clinton, Ky., will erect a flour mill and a 25,000-bushel elevator.

C. N. Wisner & Co. will rebuild their recently burned grain elevator at Memphis, Tenn.

T. E. Cramer has added grain, feed and hay to his grocery business at Cameron, Texas.

It is reported that the Southern Pacific Railway Co. will build a million-bushel elevator on Pier A at Galveston.

Smalling & Peacock have succeeded to the grain business of Smalling, Whittaker & Co. at Bell Buckle, Tenn.

H. G. Carter and Edgar Smith have formed a partnership and engaged in the grain business at Marlin, Texas.

The Boney & Harper Milling Co., Wilmington, N. C., have put in additional storage capacity, for 12 cars of grain.

The Sewell-Hering Mill & Elevator Co. of McGregor, Texas, recently incorporated, has changed its name to the Hering Mill & Elevator Co., capital stock \$25,000.

It is reported that the Atchison, Topeka & Santa Fe Railroad will make extensive improvements on the water front at Galveston, Tex., including a 1,500,000-bushel elevator.

Elevator B at Galveston is again in working order for the first time since the storm. It has been practically rebuilt. The seven 72,000-pound Fairbanks Scales were replaced with new ones.

Jockusch, Davison & Co. have leased an elevator at Waco, Texas, for cleaning and conditioning the grain which they will export through the wharf company's elevators at Galveston, until such time

as they can rebuild their Galveston elevator, which was recently burned.

The Afton Milling & Elevator Co., Afton, Ind. Ter., contemplate putting a grain dump in their elevator this spring.

Summers & Cornelius of Cave City, Ky., are preparing to erect a steel bin elevator, of 20,000 bushels' capacity, early in the spring.

The farmers have organized and incorporated the Wichita County Grain Growers' Association at Iowa Park, Texas, with a capital stock of \$50,000. They will buy and sell grain and other farm products.

Some 25 cars of damaged grain were taken out of the ruins of Jockusch, Davison & Co.'s elevator at Galveston last month and shipped to Dallas, Waco and other points, where it was cleaned and sold for feed.

The following companies have been organized for the purpose of erecting cottonseed oil mills, or for enlarging mills already built: Athens Cotton Oil Co., Athens, Texas. Wills Point Cotton Oil Co., Wills Point, Texas. Hollandale Oil Co., Hollandale, Miss. Lenoir Oil & Ice Co., Kingston, N. C. Fry, Key & Sloan, Marshall, Texas. Planters' Oil Co., Hearne, Texas. Sterling Cotton Oil Mills, Macon, Ga. The Cowpens Cotton Oil Mill Co., Cowpens, S. C.

IOWA.

Dan Westbrook is building an elevator at Letts, Iowa.

D. B. Smith has succeeded M. E. Foresman at Tipton and Bennett, Iowa.

C. F. Butler has sold his elevator business at Cotter, Iowa, to A. Grant.

O. R. Savage has purchased the grain business of R. K. Eby at Adair, Iowa.

Ellis & Warner have been succeeded by E. W. Ellis at Grundy Center, Iowa.

H. A. Rogers is the successor of I. E. Jackson's elevator business at Union, Iowa.

Thomas Bros., grain dealers, are building large corn cribs at Martinsburg, Iowa.

Miller & Kissinger have sold their elevator at Hazleton, Iowa, to Adam Kiefer.

L. Van Wyhe continues the grain business of J. & D. Van Wyhe at Perkins, Iowa.

Nelson & Cook's elevator at Salix, Iowa, has been purchased by the Kinsella Grain Co.

Donahoo, Spinter & Co. have purchased E. J. McCormick's elevator at Cuba City, Iowa.

J. F. Wormer continues the grain business of Wormer & Haverly at Center Point, Iowa.

S. H. Grannis has disposed of his elevator at Ledyard, Iowa, to Gregory, Jennison & Co.

Berryman & Smith recently succeeded King & Smith in the grain business at Aurora, Iowa.

W. P. Devereaux & Co. have purchased G. H. Norton's grain business at West Bend, Iowa.

Stephen Davis is operating the new elevator at Rossie, Iowa, for Bowen & Co. of Des Moines.

W. B. Darnell is now doing business at Wellman, Iowa, in the elevator purchased from I. F. Miller.

John F. Wormer, Center Point, Iowa, succeeds to the grain and coal business of Wormer & Heuerly.

Hartman Brothers of Clearfield, Iowa, are now operating their elevator with a 4-horsepower gasoline engine.

Gilchrist & Co. of McGregor have purchased the grain business of the Tripoli Lumber Company at Tripoli, Iowa.

Pease Bros. will remodel their elevator at Adaza, Iowa, putting in an ear corn dump and increasing their capacity.

The St. Paul & Kansas City Grain Co. have installed a No. 2 Victor Corn Sheller at their Neola, Iowa, elevator.

Nate Millhaem has purchased John Wohlenberg's mill building at Bryant, Iowa, and will use it for a grain elevator.

A 16-horsepower gasoline engine has replaced the steam engine in the James Elevator at Missouri Valley, Iowa.

James Harper & Co. of Manson, Iowa, will not rebuild their burned elevator. They have disposed of their ground lease, etc., to Counselman & Co. of Des Moines, who are rushing up a 40,000-bushel elevator. Harper & Co. have been buying some grain since their elevator burned, but on March 1

they will retire permanently from the grain business in Manson.

Chris. Williams has his new 16,000-bushel elevator at Stratford, Iowa, completed. It is operated by a gasoline engine.

Valentine & Crowe are the successors of Lamp & Valentine at Mapleton, Iowa, instead of the firm reported last month.

Nelson Bros. & Rich of Swaledale, Iowa, sold their elevator to Burgess Carr and purchased another from Van Kirk & Co.

George Renny is buying grain at Maynard for Gilchrist & Co. of McGregor, Iowa, as is also Frank Wilder at Randallia.

W. E. Biggs has purchased the grain and coal business of William Butler at Clarinda, Iowa, and will take possession March 1.

The Bowen & Regur Elevator at Royal, Iowa, is now doing business with F. D. Philips, late of Howell, Mich., as local buyer.

Charles Counselman & Co. have purchased a Victor Corn Sheller and a Cornwall Corn Cleaner for use in their elevator at Manson, Iowa.

A few days ago the Spencer Grain Co., McGregor, Iowa, placed in their elevator a new iron pulley, 80x24 inches, weighing about 2,500 pounds.

The Northwestern Iowa Grain Company, whose headquarters are at Mason City, Iowa, have increased their capital from \$50,000 to \$100,000.

On March 1 Mr. Bryant will retire from the grain firm of Cotton & Bryant and remove to Mason City. His interest in the firm will be taken by A. E. McDole.

The Rothschild Grain Co. of Davenport, Iowa, have closed their elevator at Estherville, and will move it to Ellendale, Minn., on the new B. C. R. & N. extension north of Albert Lea.

The elevator men at Eagle Grove, Iowa, are enjoying an active trade. On January 26 the Kansas City Elevator contracted for 50,000 bushels and Geo. T. Webster 10,000 bushels, at 30 cents, 10 days delivery.

H. Fredericksen has sold his elevator at Sergeant Bluffs, Iowa, to the Trans-Mississippi Grain Co. of Omaha, possession being given on February 15. Mr. Fredericksen will go into the grain business elsewhere.

THE DAKOTAS.

Henry Pathman of Dickinson, N. D., expects to build an elevator at Richardton in the spring.

The Monroe Grain & Coal Co., Monroe, S. D., has enlarged its engine room and installed a new engine.

The newly organized Farmers' Elevator Co. of Bath, S. D., has purchased the Cargill Elevator at that place.

It is reported that during the present year three elevators will be built at Marion and also at Litchville, N. D.

It is reported that Brooks, Griffith & Co. of Minneapolis have taken possession of the elevators of C. E. Rice of Winfred, S. D., who failed recently.

Hoff Bros. have sold their two-thirds interest in the elevator of Robertson & Hoff Bros. at Cavalier, N. D., to a large land owner by the name of M. Plant.

Several of the large elevator companies operating in the Dakotas are arranging to supply the farmers with a good quality of seed grain in the spring.

The National Elevator Co. has purchased the Hamilton Grain & Implement Co.'s elevator at Hamilton, N. D. The elevator will not be opened until the next crop begins to move.

MISSOURI, KANSAS AND NEBRASKA.

An elevator is in course of construction at West-n, Neb.

A small elevator has just been completed at Harper, Kan.

E. E. Taylor has purchased the Eels Elevator at Bethany, Neb.

The Peavey Elevator at Winside, Neb., has been closed for the season.

R. M. Tidball has sold his elevator at Dewitt, Neb., to Geo. W. Lowrey.

The Formosa Feed & Produce Co. succeeds J. C. Temple at Formosa, Kan.

C. G. Crumb, Burlingame, Kan., is now doing a nice business in his elevator and feed mill.

Messrs. Green & Culver of the Wichita Elevator Co., Wichita, Kan., will at once rebuild their

burned elevator, and perhaps on a somewhat larger scale than before.

Quimby & Son will erect an elevator on a new siding of the M., K. & T. at Americus, Kan.

D. Daikers & Son have purchased the grain business of J. B. Russell & Co. at Marysville, Kan.

The Nevling Grain Co. of Wichita, Kan., have added to their line of elevators a new one at Norwich.

R. W. Ballou has sold his interest in the grain and lumber business of Ballou, Fellers & Co. at Table Rock, Neb.

Frank Hessel has purchased a flour mill and 20,000-bushel elevator at Clay, Mo., and will move them to Parkville.

A. C. Plumb, Lyons, Kan., has purchased from Harry Work of Ellsworth the grain elevators at Pollard and Daxman.

It is reported that the farmers around Solomon City, Kan., will build an elevator there and run it in opposition to what they call the "grain dealers' trust."

Discus Bros. of Cherryvale, Kan., have let the contract for the erection of a 75,000-bushel elevator at that place. It will be one of the largest and best elevators in that part of the state.

WISCONSIN AND MINNESOTA.

The formation of a farmers' elevator company at Maple Lake, Minn., is being agitated.

Many elevators in Minnesota have been closed for the season, since the first of the year.

The K. Schreier Co. have commenced work on a 300,000-bushel elevator at Sheboygan, Wis.

It is reported that the business men of Ellsworth, Wis., contemplate building an elevator there.

Frank Cole, a grain dealer of Huntley, Minn., is reported to have filed a petition in bankruptcy.

The Northwestern Grain Co. of Milwaukee has purchased the elevator at Belgium, Wis., from J. B. Krier.

An elevator will be built on the Northwestern tracks at Fairmount, Minn., by the Northern Grain Company.

John Waugh of Smithton, Wis., expects to build an elevator at a new station on the St. Paul road, in the spring.

The Butterfield Farmers' Elevator Co., Butterfield, Minn., has been incorporated with a capital stock of \$5,000.

The Pine Island Farmers' Elevator Co., Pine Island, Minn., cleared \$900 last year, including \$200 made on lumber.

The Hendricks Farmers' Elevator Co. of Hendricks, Minn., has been incorporated with a capital stock of \$10,000.

The Patterson Grain warehouse at Greenleaf, Wis., is being remodeled into an elevator and will be supplied with power.

The Montevideo Farmers' & Merchants' Elevator Co. of Montevideo, Minn., has been incorporated with a capital stock of \$25,000.

Farrell & Keefe leased the Morton Milling Co.'s elevator at North Redwood, Minn., and opened it on February 1 for buying grain.

The Atlantic Elevator Co. closed their house at Farwell, Minn., on January 25, on account of the shortage of wheat there this season.

The Story Elevator & Milling Co., of St. Paul, Minn., are to build an elevator 58x70 feet at Starkey and Plato streets in West St. Paul.

The Farmers' Elevator at Albany, Minn., has been rented by the Geo. Tileston Milling Company of St. Cloud. Repairs are being made on it.

The report of the secretary of the Farmers' Co-operative Elevator Co., Faribault, Minn., to the stockholders shows a profit for the year 1900 of \$642.36.

Boetcher & Sons expect to build an elevator at Two Rivers, Wis., in the spring, and a second elevator will probably be built there by Manitowoc parties.

The Spring Grove, Minn., Stock & Grain Co. show a surplus of about \$900 on their first year's business. A dividend will be declared. The old officers were reelected.

The Minnesota Elevator Co. of Winona are completing an elevator at Ellendale, Minn. It has a capacity of 35,000 bushels. They already have a Mr. Jipp there as buyer, loading direct into cars.

The annual report of S. H. Pettis, president and manager of the Farmers' Elevator Co., St. Peter, Minn., showed the company to have made a gain of some \$1,400 during the past year. All the officers

and directors were reelected. Mr. Pettis resigned as manager, but will continue as president. Harry Davis is the new manager.

The C., M. & St. P. Ry. Co. will spend from \$50,000 to \$60,000 in overhauling and repairing its elevators A and E at Milwaukee, Wis. These houses are leased by F. Kraus & Co.

The stockholders of the Waseca Elevator & Mercantile Association held their annual meeting last month and declared themselves well pleased with the business done the past year.

The Exchange Grain Co. are preparing to replace their burned elevator at Hutchinson, Minn., with a new one. It will be located on the Milwaukee instead of the Great Northern tracks.

At the recent annual meeting of the Richwood Elevator Co., Richwood, Minn., the finances of the company were declared to be in a satisfactory condition. Peter Thauer was elected president, and John Scheberle, secretary.

Receiver Gus Ecklund, of the Farmers' Elevator Co., Fosston, Minn., has paid off nearly \$5,000 of the company's indebtedness. There still remains unpaid some \$4,000, with poor prospects of collecting it from the stockholders without a long delay.

The stockholders of the Farmers' Elevator Co., Northfield, Minn., held their annual meeting in January. The report of Manager Law showed a net profit on the company's second year's business of \$1,872.30. It was voted to pay off the \$800 mortgage on the elevator.

The Electric Steel Elevator Co., Minneapolis, Minn., has been incorporated with a capital of \$200,000 to operate grain elevators. The incorporators are Lewis S. and George M. Gillette, Charles E. Thayer, M. B. Koon, James L. Record, James Quirk of Minneapolis and Edward A. Everett of Waseca.

The Farmers' Elevator & Mercantile Co., Owatonna, Minn., held their annual meeting recently. The report of C. Thompson, manager, showed a net profit for the year of \$582.10. The number of directors is to be reduced from nine to five. The following officers were elected: R. C. Thom, president; J. H. Healey, vice-president; John Hartle, secretary; Geo. Parrott, treasurer.

The Farmers' Mercantile & Elevator Co., Dennison, Minn., held their annual meeting last month. Manager Farrankop's report showed a balance for the year of \$140.38. However, they claim the operation of their elevator resulted in their receiving much higher prices than would otherwise have been the case. John Miller was elected president, E. G. Farrankop, secretary, and J. A. Walen treasurer.

The Farmers' Mercantile & Elevator Co. of Zumbrota, Minn., did a business last year \$10,000 larger than the preceding year, declared a dividend of 10 per cent and increased its surplus after spending more than \$500 for permanent improvements. It cleared \$4,504 on the grain handled during the year, of which \$3,041 went for expenses, making \$1,463 net earnings. Stock is quoted at 300. R. O. Lund is manager.

The Farmers' Mercantile & Elevator Co. of Kenyon, Minn., held their annual meeting last month. The manager's report showed that a total of 276,252 bushels of grain had been handled during the year. The net profit was \$2,060.57. A profit of \$483.80 was made on binding twine. A 25 per cent dividend was declared and the directors authorized to spend \$2,000 for additional buildings, if necessary. Some shares have changed hands at 50 per cent above par.

CANADIAN.

Farmers in the vicinity of Plum Coulee, Manitoba, contemplate the erection of a farmers' elevator.

Sharpe & Ferguson, grain dealers at Moosomin, Assinibola, have dissolved partnership, and the business is continued by Mr. Sharpe.

An exemption from taxation for 10 years has been granted to certain parties who propose to build mills and grain elevators on the shore of Halifax harbor, near Halifax, N. S.

The Ireland National Food Co., Limited, Toronto, Ont., inform us that they contemplate putting up an elevator and cleaning house this year with capacity for 40,000 to 50,000 bushels of oats and wheat. They purpose using wood and covering it with corrugated iron.

J. A. Jamieson has completed plans for a 1,500,000-bushel elevator to be erected at Port Arthur, Ont., next summer, by the Canadian Northern Railroad, to be operated by Mackenzie & Mann. It will be practically fireproof and have capacity for loading two vessels at the same time.

There was on January 15 about 1,500,000 bushels of grain still afloat in Buffalo harbor.

PERSONAL

J. W. Null has gone into the grain business at Saybrook, Ill.

M. W. Tile has removed from Pierson, Ia., to Correctionville, Ia.

S. E. Robb of Swanwick, Ill., will retire from the grain business.

Jacob Marble is now in charge of Martin & Son's elevator at Foster, Ind.

R. M. Sims has sold his elevator at Wingate, Ill., and is traveling through the South.

H. R. Whiteside has been appointed official sampler of the Chicago Board of Trade.

J. M. Elliott is now a member of the grain firm of Lilly, Bogardus & Co., Seattle, Wash.

C. H. Allen is now in charge of the Snyder Elevator Company's plant at Flandreau, S. D.

Col. J. T. Henry of Irvington, Ill., is a candidate for the office of chief grain inspector at Chicago.

David A. Noyes, who has been with J. F. Harris, Chicago, for three years, is now with Finley Barrell & Co.

John Courtney has resigned his position as grain buyer at Ross, Ia., and will devote his attention to farming.

Erastus Wiman of New York was stricken with a paralytic stroke, February 10, and his condition is serious.

H. Henningsen of Fremont, Neb., is now in charge of the Nye & Schneider elevator at Schleswig, Iowa.

Nelson Streever, of Austin, Minn., is now grain buyer for the Smith-McLaughlin Elevator Company at Oakland.

Louis J. Bowman, who has been with the Rumsey-Lightner Company, Chicago, is now with the George H. Phillips Company.

W. McNear, of the grain firm of McNear & Sons, San Francisco, Cal., is to be married shortly to Miss Julia Noy of that city.

Carl Pederson is manager of the branch office of the grain commission house, Booge & Co., of Minneapolis, at Appleton, Wis.

Charles Wilkinson has removed from Bowbells, N. D., to Albert Lea, Minn., where he is managing the Wilkinson Brothers elevator.

Wm. T. Walters McCay, a grain broker of Baltimore, Md., has been elected vice-president of the Baltimore Chamber of Commerce.

Bartley Gulshen, of Herscher, Ill., is now in charge of the Homeman elevator at Odell, Ill., which he has recently purchased.

C. Cronin, who has been grain buyer for the Merchants' Milling Company at North Redwood, Minn., has been transferred as buyer to the mill at Morton, Minn.

G. F. Moulton of Minneapolis is a candidate for the position of chief grain inspector by appointment of the Minnesota Railroad and Warehouse Commission.

John Crocker, of the Crocker Elevator Company, of Maroa, Ill., is said to be a candidate for appointment to the Illinois Railroad and Warehouse Commission.

David Shanahan has been appointed grain inspector at Omaha, to succeed John Zeller, who has held the place under the administration of Governor Poynter.

Andrew Weis, manager of the Albany Grain Growers' Association, is now located in Morton, Minn., having removed to that place from Buffalo Center, Ia.

L. D. Marshall of Crookston, Minn., superintendent of the St. Anthony & Dakota Elevator Company, is a candidate for chief inspector of grain for Minnesota.

Frank Marsh, grain dealer, of Plainfield, Ill., had a severe fall at Joliet last month. While walking along the street he fell and struck the back of his head on the walk.

J. A. Wood, of the firm of Wood & Hill, Ames, Kan., is now looking after the western branch of the elevator business of the Greenleaf-Baker Grain Company in Kansas.

Mr. Zinn, who has been wheat buyer at Erskine, Minn., for the M. & N. Elevator Company of Grand Forks, N. D., has resigned his position to return to his old home in Canada.

N. K. Fairbank has sold his membership on the Chicago Board of Trade, of which he has been a member for over forty years. In 1878, Mr. Fairbank was president of the Board, and from 1860 to 1880 he was one of its largest operators, and was

interested in many corners, some of them successful and some otherwise. Of late Mr. Fairbank has confined his operations to stocks.

Earl Parker succeeds J. E. Parker as manager of the Hunting Elevator at Dickens, Ia. J. E. Parker has been elected assessor of the township.

S. J. Sampson has resigned his position as grain buyer for the Great Western Elevator Company and has taken a similar position with Farrell & Keefe.

Emil Dieckman, manager of the Nye & Schneider elevator at Schleswig, Ia., has been appointed deputy auditor of the Kansas City Elevator Company, with headquarters at Minneapolis.

Thomas Prideaux, who has been in charge of the Hubbard & Palmer elevator at Brewster, Minn., has closed the house for the season and has returned to his home at Worthington.

Edward H. Culver has been unanimously re-elected chief grain inspector of the Toledo Produce Exchange. He has been highly complimented on the thoroughness of his work as an inspector.

E. Clay Timanus, a member of the feed and grain firm of D. C. Timanus & Bro. of Baltimore, Md., has been re-elected chairman of the executive committee of the Baltimore Chamber of Commerce.

A. H. Armstrong, who has been connected with the elevator of the Guthrie Grain Company at Newkirk, Okla., for several years, has resigned his position and gone to Butler, Ind. H. Arrendiehl will succeed him.

E. B. Wilson, manager of Terwilliger & Dwight's elevator at Rock Valley, Iowa, recently disappeared mysteriously. So far as can be ascertained, his affairs are all right. He is about 45 years old, nearly bald, and always wears glasses.

O. T. Huyck has been appointed business manager of the entire elevator system of the Spencer Grain Company, of which he has been auditor. This promotion will necessitate Mr. Huyck's removal from Mitchell, S. D., to Minneapolis.

TRANSPORTATION

The Leyland Line is about to inaugurate a line of steamships between London and Boston.

The Kansas City, Fort Scott & Memphis Railway has let contract for the construction of a branch about eight miles long near Joplin, Mo.

The Baltimore & Ohio Railroad will establish a steamship line from Philadelphia to Hamburg and other European ports. New grain elevators and warehouses will be built at Philadelphia.

Chicago cars and elevators are congested with from 2,000,000 to 3,000,000 bushels of corn, principally at South Chicago and along the line of the Belt Railroad. Elevator owners have been compelled to sell corn to move it.

A break in a lock of the Dismal Swamp Canal at Deep Creek, Va., has resulted in a paralysis of canal traffic which will last for months. The canal is choked by many cargoes of corn from the fertile Dismal Swamp alluvial lands.

The Kansas & Southern Railway now has ten miles of road in operation from Emporia, Kan. It will run north via Alma, Wamega and West Moreland to Pawnee City, Neb., a distance of 180 miles. Active building operations will be commenced in the spring.

The Northern Pacific Steamship Company has reduced its rates on flour from Tacoma and Portland to oriental ports. The new rates are \$5 gold per ton to Yokohama, Kobe and Hong Kong, and \$6 to Nagasaki and Shanghai—a reduction of \$1 from the former rates.

Farmers in the neighborhood of Ritzville, Wash., have petitioned the legislature to cut the grain rate to 60 per cent of the existing charge. That would mean a reduction from \$4.25 to \$2.55 per ton from Eastern Washington to tidewater, or from 12½ cents to 7.65 cents per bushel, a reduction of 5 cents.

Wholesale merchants of Jackson, Miss., are protesting against the rates on grain and flour over the Illinois Central from St. Louis into their territory. They claim that it is cheaper for the retailer to buy in St. Louis than in Jackson, on account of the lower through freight rate, even though he may be located south of Jackson.

The freight pool on the main lines from Chicago to the East collapsed in the latter part of January and a reduction of rates on provisions, grain and flour was openly posted. The new flour rate is 15 cents from Chicago to New York, 13 cents to Philadelphia, and 12 cents to Baltimore—a reduction of 2½ cents. The rate on grain for export has been made as low as 10½ cents per hundred pounds from Chicago to Baltimore. This cutting of rates has been due to the competition of the gulf lines, which

have been getting the bulk of the Missouri River export business on grain.

There was a decrease in the tonnage carried by the Erie Canal in 1900 of 340,110 tons, falling off from 3,686,051 tons in 1899 to 3,345,941 tons in 1900. The decrease was almost entirely in through business and was due in part to a scarcity of boats, old boats which had become incapacitated not having been replaced by new ones.

N. S. Ridens & Co., grain dealers of Newbern, Tenn., have filed a complaint with the State Railroad Commission against the Illinois Central Railroad. They claim that the rate on grain from Decatur, Ill., to Newbern is 20 cents a hundred, while to Memphis, 85 miles farther, the rate is only 11 cents. They ask that the Memphis rate be given to Newbern.

The grain traffic from Idaho to the Pacific Coast is assuming large proportions, and is likely to increase rapidly. Both the Northern Pacific and the Oregon Railway & Navigation Company are extending their lines into the wheat-growing sections of the state in the expectation that Idaho will become one of the greatest wheat-producing states in the Northwest.

A report is current in Manitoba that the Canadian Pacific Railway will shortly grant a reduction on grain rates in return for certain concessions on the part of the Manitoba government. It is stated unauthoritatively that the railroad will make a uniform rate on grain of ten cents per hundred to Fort William from any point on the Canadian Pacific in Manitoba.

A bill has been introduced in the Indiana Legislature by Senator Agnew, providing for the building of a canal from Lake Michigan at East Chicago to the Calumet River and for the dredging of that river at Hammond. The canal will be about three miles in length and cost \$2,000,000 to \$3,000,000. It will open up for factory and warehouse purposes several thousand acres of land now practically valueless.

The Northern Grain Company has loaded every available vessel in Manitowoc, Wis., and will have nearly 2,000,000 bushels of grain in vessel storage by the close of March. The boats receive one cent a bushel storage and the going rate to Buffalo in the spring. The Flint & Pere Marquette steamers make daily trips across the lake all winter to Ludington, carrying grain, thus relieving the pressure on the Manitowoc elevators.

The Canadian Freight Association has adopted a rule requiring all cars to be loaded to full capacity and providing that after March 1 next the minimum carload of flour and meal will be 30,000 pounds, or 150 barrels; of the heavy grains, such as wheat, peas, corn, barley, pearl barley and rye, the minimum weight will be 40,000 pounds; of oats and buckwheat, 35,000 pounds; of malt, bran and millfeed, 30,000 pounds for the present.

Thomas Donnelly, a Canadian inspector of pilots, says that the channel of the St. Lawrence River is not deep enough to allow the passage of 14-foot boats at all times, and mentions one specific instance of a shoal above the head of the Cardinal Canal, and within a quarter of a mile of the entrance. This shoal must be passed by all boats bound down, and it allows of loading to only 12 feet draft. Mr. Donnelly mentions other more dangerous shoals at Sparrow Hawk Point and Rapide de Platt, and suggests that these shoals must be removed before navigation will be safe for boats drawing 14 feet.

The Grain, Hay and Feed Receivers' Association of Cincinnati has passed resolutions relative to the proposed lease of the Cincinnati Southern Railway, insisting that the lease contain a clause requiring the lessees to place and keep the Cincinnati shipper on an equal footing with the shippers at any other Ohio River point. This action was taken by the Cincinnati grain dealers following the restoration of the October tariff on grain from Ohio River points into the South—an advance of 3 cents per 100 pounds—which is likely to make it impossible for Cincinnati to compete with St. Louis and other cities in the grain trade of the South.

According to Captain John G. Keith of Chicago, there will be a new competitor for eastbound freight traffic by lake and rail next year. It will be known as the Canada National Railway & Transportation Company, which will operate a line of large boats between Duluth and Chicago and Collingwood, Ont., a railroad from Collingwood to Toronto, and another line of smaller boats between Toronto and Montreal. The company will erect elevators at both Collingwood and Toronto, so that grain may be kept in storage at either point, if desirable, but most of the grain will be sent through without the use of elevators, the cars being run onto a trestle and the grain loaded into the boats by means of chutes. Only 75 miles of railway will be required. The company is being promoted by Toronto men, who have made arrangements for all the capital required.

HAY

The Cherokee Hay Company of Chicago has been dissolved.

Frank S. Hussey, a prominent hay dealer of Boston, Mass., died recently.

The average price of hay during 1900 was \$1.75 per ton over the average price of 1899, an advance of 13 per cent.

Complaint of an oversupply of hay comes from Council Bluffs, Ia., and prices have ruled from \$7.50 to \$8.50 a ton.

Alex Russ harvested 130 tons of hay from his farm near Sparta, Ont., and sold it for shipment to Scotland at \$7 a ton.

The city council of Columbus, Ohio, has rented a large vacant lot in a convenient place in that city for the new hay market.

Hay buyers in the vicinity of Maple Grove, Mich., are said to have a large part of last season's crop on their hands owing to shortage of cars. Barns and sheds are piled full awaiting shipment.

Samuel Harmon put a large force of men at work on the marsh lands between St. Joseph and Benton Harbor, Mich., January 15, cutting off the marsh grass, of which there is a large quantity in that vicinity. It was a novel sight to see men making hay in midwinter.

George Beck & Co.'s hay warehouse at Livermore, Cal., was destroyed by fire February 3. The warehouse contained nearly 1,500 tons of baled hay. Building and contents were valued at \$15,000 and insured for \$12,000. The fire is thought to have been of incendiary origin.

Chicago hay receivers complain that the railroads compel them to unload all carloads of hay, and charge demurrage on all cars delayed over 48 hours. They insist that the roads should provide a storage room for hay consignments and unload the hay the same as any other freight.

Government shipments of hay from St. John (N. B.) to South Africa still continue. This demand, together with shipments to points in the United States, has raised the price of Canadian hay to a high figure. Some farmers near Montreal are holding their hay at \$10 in the barn, which is top figure for hay in that section.

The board of directors of the Kansas State Association of Hay Dealers met in Topeka, January 18, to discuss methods of securing from the state Legislature such legislation as will result in lowering the freight rates on hay, which were raised a year ago. The Kansas organization was perfected only January 1st, last, and this is their first effort toward securing favorable legislation.

Farmers in Shelby County, Ill., have been cutting their hay with binders. They claim that it is very easy to handle hay in that way because it can be cut at any time without reference to the weather. It requires less help, two men being able to handle the harvesting. The bound hay takes less space in the mow or stack and the process is cheaper than baling. It is also something of a protection to the meadow to cut the stubble higher during the hot, dry weather that frequently follows harvest.

Charles Whealen, of Dayton, Ohio, manager of three of the plants of the American Straw Board Company, in that state, says that there is a straw famine this season as compared with other years. The wheat crop of Ohio, Indiana and Michigan was very short, and it is necessary to draw on Kentucky largely for stock, the freights making it too expensive to bring it from Kansas and Oklahoma. Straw costs the company \$6 a ton this season delivered, as against \$3.75 heretofore. Straw runs 70 pounds to the bale and hay 120 pounds. All of the straw bought by the company is baled with wire. It costs only about a dollar a ton in the stack, the balance of the cost being freight and baling.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market, during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending January 19, sales of Choice Timothy ranged at \$12.50@14.00; No. 1, \$12.00@13.00; No. 2, \$11.00@12.00; No. 3, \$10.50; Threshed Timothy, \$8.00@8.50; Not Graded, \$8.00@12.50; Choice Prairie, \$10.00@12.50; No. 1, \$8.00@11.00; No. 2, \$8.00@10.50; No. 3 \$7.50@8.50; No. 4, \$6.50. Rye Straw sold at \$7.50@8.00, Wheat Straw at \$6.00@6.25, and Oat Straw at \$5.50@6.00. The receipts for the week were 3,703 tons, against 2,868 tons for the previous week. Shipments for the week were 21 tons, against 75 tons for the previous week. A rather quiet and dull market was experienced for both Timothy and Prairie Hay during the week. Prices declined \$0.50@1.00 per ton, although toward

the close the weather became colder and the market ruled steadier.

During the week ending January 26, sales of Choice Timothy ranged at \$12.50@13.25; No. 1, \$11.50@12.50; No. 2, \$11.00@11.50; No. 3, \$9.50@11.00; Not Graded, \$9.00@11.50; Threshed Timothy, \$7.00; Clover Hay, \$10.00; Choice Prairie, \$10.00@11.50; No. 1, \$9.50@11.25; No. 2, \$7.50@9.00; No. 3, \$7.00@8.00; No. 4, \$6.00@6.50. Rye Straw sold at \$7.00@8.00, Wheat Straw at \$6.25, and Oat Straw at \$5.75@6.00. The receipts for the week were 3,952 tons, against 3,703 tons for the previous week. Shipments for the week were 115 tons, against 21 tons for the previous week. Both Timothy and Prairie Hay were dull during the week. Local dealers merely supplied necessary wants. The offerings were liberal and receivers found it almost impossible to keep the daily arrivals out. A weak feeling prevailed and prices declined about 50 cents per ton.

During the week ending February 1, sales of Choice Timothy ranged at \$12.50@13.00; No. 1, \$11.50@12.50; No. 2, \$10.50@11.00; No. 3, \$10.50; Not Graded, \$7.00@11.00; Choice Prairie, \$9.50@11.75—inside on Nebraska and outside on Iowa and Kansas; No. 1, \$9.00@10.50; No. 2, \$9.00; No. 3, \$6.50@7.50; No. 4, \$6.00. Rye Straw sold at \$7.00@7.50. Wheat Straw at \$5.75@6.00, and Oat Straw at \$5.50. The receipts for the week were 3,165 tons, against 3,952 tons for the previous week. Shipments for the week were 137 tons, against 115 tons for the previous week. The market for Timothy Hay ruled dull and quiet during the early part of the week. The arrivals were liberal and only a moderate inquiry existed. Later there was a slight improvement in the demand. Prairie Hay was dull throughout the week. Only a local demand existed and the offerings were large. Considerable Nebraska Hay arrived, but not being so desirable as the Kansas and Iowa Hay it had to be sold at a discount from hay coming from those states.

During the week ending February 9, sales of Choice Timothy ranged at \$12.50@13.50; No. 1, \$11.50@12.50; No. 2, \$11.00@11.50; Not Graded, \$8.00@12.00; Clover Hay, \$10.00; Choice Prairie, \$10.00@11.50; No. 1, \$9.00@10.50; No. 2, \$7.00@9.00; No. 3, \$6.50. Rye Straw sold at \$6.50@8.00. Wheat Straw at \$5.50@6.25, and Oat Straw at \$5.00@6.00. The receipts for the week were 2,790 tons, against 3,165 tons for the previous week. Shipments for the week were 230 tons, against 137 tons for the previous week. The offerings of Timothy Hay ruled fair during the early part of the week and market ruled steady. Later the arrivals were quite small and the inquiry became good. Prices ruled firm and advanced about 50 cents per ton. Prairie Hay was quiet. The offerings were only moderate, but the demand was also rather light and prices exhibited no particular change.

A member of the Iowa State Agricultural Society is quoted as saying that the high price of farm land will, in his opinion, make it unprofitable in future to raise grass for hay, except alsike clover or red top and timothy mixed, on low and wet land. He says further that he can secure from German millet three or four times as much fodder as he can from the same number of acres of timothy and clover. Millet cut for hay only will necessitate thorough use of the tedder and time for curing. But the crop is easily secured by cutting and binding as soon as the seed is matured and not too ripe, when there is not only a crop of seed, but also a crop of good fodder.



DID WHEAT LEAVE A BAD TASTE?

Wall Street is supposed to have dumped their Chicago May wheat at around 74½¢@75, and after so doing the market rallied, so, of course, they are supposed to be kicking themselves; but say, did it ever occur to you that some of the shrewdest men in the world do business on Wall Street, and that it's almost impossible to tell what they are doing? Well that's a fact, and it may develop that Wall Street acted as if wheat had left a bad taste, but at the same time, they may have kept their load, and even bought more, or they might never have had any wheat at all. Don't believe all you hear about Wall Street.—Zahm's Circular, January 26.

CROP REPORTS

A report from Beadle County, S. D., says the acreage of both wheat and corn will be largely increased this year.

The Kansas City territory has had a plentiful covering of snow, supplying much needed moisture and protection for the winter wheat. Another record-breaking crop is looked for.

A large acreage of wheat and barley have been sown in California, rains have been timely and copious and heavy crops of grain and hay are looked for if conditions continue favorable.

Ohio farmers generally are expecting a good crop of wheat this year. The damage by fly is believed to be small. The wheat has gone under the snow, in good condition, and unless unfavorable weather sets in it will harvest a large crop.

According to the Illinois branch of the United States Agriculture Department, the average condition of winter wheat was favorable at the close of January and showed some improvement for the month. The wheat fields in the central district are still badly spotted from the ravages of the Hessian fly. The northern and central districts have had a fairly good covering of snow since about the middle of January.

The crop division of the United States Weather Bureau reports, under date of February 1, that the weather conditions were generally favorable for winter wheat. At the close of the month the condition of wheat was about the average in most sections, except in Michigan, Kentucky and Tennessee, where it was rather poor. On the Pacific Coast favorable weather prevailed during January, and the condition of the wheat crop February 1 was excellent, the grain having germinated nicely, being well rooted and making healthy growth. Complaints of drouth were received from Texas, Western Kansas and some parts of Missouri. Portions of Kansas, Missouri, Arkansas, Illinois, Indiana, Ohio and Virginia have suffered from the ravages of Hessian fly, but the damage is not so great as was anticipated. Later rains and snows also have relieved the drouth.

POINTS ABOUT BILLS OF LADING.

BY JOHN B. DAISH.

A bill of lading is not only a contract between the shippers of the goods and the carrier, but is also a receipt for the goods to be transported under it. In the absence of fraud the bill of lading is conclusive on the carrier, and the rights accruing under this document, unless limited by the conditions thereof, are those of the bailor and bailee at common law.

It is necessary, however, to distinguish the various kinds of bills of lading. The original bill of lading was a "bill" of charges for carrying. As commerce grew, however, other forms of bills of lading were adopted. There are in use at the present time three kinds of bills of lading. The oldest is the marine bill of lading, which usually does not bear any condition that limits the common law liability of the carrier. The two other kinds are used for commerce by land and are distinguished as the "straight bill of lading," which is usually termed in commercial phraseology "non-negotiable," and the "order bill of lading," which contains certain conditions affecting and defining the rights of shipper, consignee and carrier.

The straight bill of lading, also termed a dray receipt, is that adopted by the various railroads of the country, and is used for the shipment of goods where it is not the desire of the shipper to receive pay for the goods before they are delivered to the consignee. When a straight bill of lading shall have been signed by the carrier or its agent the title vests in the consignee, subject only to the carrying charges and the consignor's right of stoppage in transit, in the event of the insolvency of the consignee. The title is in the consignee, and he may maintain any action for the recovery of the goods. It is not customary for banking institutions to loan money on such bills of lading, as by virtue of the instrument, the title being in the consignee, there would be no recourse left to the bank, in the event of the failure of the consignee to pay the draft on him for the value of the goods.

The order bill of lading, as used in this country, contains among other conditions: "If the word 'order' is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of the party to be notified of the arrival of the property, the surrender of this bill of lading, properly indorsed, shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the property may, at

the option of the carrier, be delivered without requiring the production or surrender of this bill of lading."

Around the order bill of lading, which is of comparatively recent use, have grown up certain customs. A shipper wishing to receive cash for his goods attaches an order bill of lading to the draft on the vendee and transmits same through banking houses for collection; or, should it be that the shipper desires to raise funds immediately, it has become the custom for banks to discount the draft and the accompanying bill of lading, paying full value for same less current rate of exchange.

The parties to an order bill of lading are somewhat different from those in a straight shipment. In the order bill of lading the consignor is also the consignee, occupying the dual position, and the party for whom the goods are intended is the "notify" party, and has no rights in the goods except to be notified of their arrival at destination. When, however, the notify party or any other person obtains the bill of lading in the usual course of business for value, he succeeds to all the rights of the shipper or prior holder.

The rights of the shipper, with the order bill of lading in his possession, may be stated to be, that he has the title of the property, the constructive possession of the property, and the right of the property subject to the carrier's charges, the right to change the destination of the property with the consent of the carrier; the right to bring trover or replevin for the goods; the right to recover of the carrier in case of negligence in carrying; the right to demand payment for and to retain the bill of lading until payment is made. Such are the rights of the shipper so long as he has the bill of lading in his possession. It may be said that he has the right of stoppage in transitu, but not on the excuse that the vendee or notify party is insolvent, but because the vendor, occupying the dual position of vendor and consignee, can do as he wishes with what is his own.

The indorsee for value acquires all the right of the previous holder of the bill of lading. Such rights as the holder had he can transfer to his indorsee and no others. Thus does the order bill of lading differ from that class of commercial instruments designated as negotiable. Bills of lading are quasi negotiable and the holder for value stands in the shoes of the vendor and acquires all the rights of the seller to enforce the contract of sale to the notify party.

A bill of lading is transferable by the custom of merchants so as to vest the title of assignor in the transferee. (*Salters v. Everett*, 20 Wend., 276.) In the hands of a holder a bill of lading is evidence of ownership, either special or general, of the property mentioned in it, and the right to receive the property at place of destination. (*Anderson Law Dict.*, p. 594.)

One discounting a draft with a bill of lading attached is bound to use reasonable care and diligence in the matter and the rule of caveat emptor applies. The courts have uniformly held that it is the duty of the bank or other institution discounting a draft with a bill of lading attached to inquire into the matters concerning the issue of the bill of lading, whether the goods were actually received, whether the instrument is genuine, etc.

In the case of *Robinson v. R. R.*, 9 Fed. Rep., 134, where a false bill of lading was the basis of the cause of action, the court said that it would have been no inconvenience for the bank—being in the same town—to send a messenger to the depot to ascertain the correctness of the bill of lading. In *Hoffman v. Bank*, 12 Wall., 190, it was held that the bank, going in a measure beyond the scope of its business, ought to have ascertained whether the goods have been actually received by the railroad, that the bank knew that the carrier was not responsible unless the goods had been actually received, and that the vendee in a distant city had no means, before payment of the draft, of knowing the real facts of the case.

Where one discounting a draft is not liable by statute it has been held that such party is afterward estopped to set up his own negligence in defense. *Landa v. Lattin*, 46 S. W. Rep., 48. *Nat. Bk. v. Henderson*, 26 S. R., 498.

It has been the custom of banks, when they have discounted a draft with a bill of lading attached and payment of the draft has been refused by the vendee, to claim that title vested in them, and in several instances they have brought suit to recover the loss occasioned by the resale of the property. A case of this kind arose where shingles were sold and a draft with a bill of lading attached presented to the vendee. Upon arrival the shingles were found to be of inferior quality, payment for the draft was refused; thereupon, the bank brought suit for the entire amount of the draft, contending that by discounting the draft the goods passed to them for value and in the usual course of business. In deciding the case, the court said that plaintiff's contention is right, that when the bank took an assignment of the draft and the bill of lading, whether as an absolute purchase or as collateral, it became vested with the title of the property. From that time the bank stood in the

same position to the shingles as the lumber company did before they parted with the bill of lading. *Bank v. White*, 65 Mo. App., 697.

An order bill of lading attached to a draft is collateral to the contract of sale, and when issued and negotiated the contract of sale is complete as to the shipper but remains executory as to the discount and the notify party. A substitution occurs, and the discount takes the place of the shipper as to the uncompleted part of the contract, all of the shipper's rights being transferred to the discount. The notify party is in the same position as before the substitution occurs, and his rights are in no wise impaired. He would have the same rights against the discount of the draft or his assignee for value as he would have had against the seller. *Bank v. White*, supra.

RULES GOVERNING WEIGHERS.

The rules governing employes under control of the Board of Trade weighmaster, H. A. Foss, of Chicago, are as follows:

Wherever possible, cars shall be closely examined before unloading and note made of any defects.

Any accident that occurs during loading or unloading of a car must be reported by phone or letter.

Weights must be taken from beam without calling, and after entry is made check with weighman.

Scales must be balanced regularly and examined to see that they are free from any binding or rest; also see that canvas is loose and that slides do not leak.

Close attention must be paid to the cleaning out of cars.

While grain is coming up from cars, tallyman should remain on scale floor in such a position as to know that he receives all grain from cars.

The practice of holding part of draft and drawing in balance of car is a bad one and must be avoided as much as possible.

Whenever scale is provided with Demuth's Check System, weights should be taken off beam in both letters and figures.

When you find it necessary to call anyone's attention to any irregularity, notify this office by letter.

When weighing on track scale, always take marked tare and capacity and note any great variation in tare. If cars are over or under loaded, again examine beam to see that no mistake has been made. Always examine scale and see that it is clear, light or loaded and that rails do not bind. In case scale has dead-rails, see that rods connecting sections of scale platform are perfectly free at all times.

Keep seal records if possible.

When there are no garmers over scale, examine spout leading from elevator head to scale and see that grain is clear of spout.

Wherever there are turnheads, be sure there is no leak.

Reports must reach this office promptly and care should be taken to see that they are mailed in time for evening collection, with sufficient postage.

Full mention of leaks must be made upon reports, same as on condition blanks and leak described on cut of car.

Leave of absence must not be taken without permission.

If from sickness or other reason it is impossible to report for duty, notify office immediately by phone or wire.

Answer all office correspondence promptly.

Call office morning and evening when stationed where there is a telephone. South Chicago men shall report to the supervisor.

It is your duty to be prepared to perform your daily work at 7 o'clock a. m., unless otherwise instructed. Aim to be at your post 15 or 20 minutes before this time and thus avoid being late.

The use of intoxicating liquors during business hours will not be tolerated.

Attend strictly to your own business and avoid unnecessary talking.

If you feel that you need any further instructions regarding your work, call for them, as complaints of not being properly instructed will not be entertained.

Any violation of these rules will be summarily dealt with.

The following as well as the foregoing rules must be observed by vessel tallymen:

Report to captains.

Where there are pockets under shipping bins, see whether or not they are open and make note of same.

Balance scales, see changes made before any grain is dropped, never enter a draft until dropped and enter just as weighed.

Examine scales after every draft and be certain they are empty.

If they stop using a scale for any length of time, change must be again seen before dropping any grain.

When scale blocks into shipping bin, balance same, taking weights and see if it holds. If possible

examine spouts for leaks several times during the loading or unloading of a boat.

Report drafts missed by weighman or yourself, also difference, to elevator superintendent and this office.

See all shipping bins that were used shaken out.

Ascertain destination of boat from captain, furnish him with figures of cargo and request him to advise us of out-turn.

COMMISSION

C. C. Coe & Co. succeed W. H. Hammond & Co. in the grain commission business at Minneapolis, Minn.

Watson & Company of Minneapolis, have purchased a membership on the New York Stock Exchange.

John R. Gray & Co. have succeeded Campbell & Gray, grain and flour commission merchants, Board of Trade, Indianapolis, Ind.

Frank M. Bunch, who for the past seven years has been in charge of the grain receiving department of Rumsey, Lightner & Co., has been admitted as a partner in that firm.

G. Edwin Jones, a dealer in stocks, bonds, grain and provisions, has failed with liabilities of \$100,000. Recent reports connecting his name with bucketshopping transactions were in part the cause of his suspension.

F. M. Baker Jr., who has been conducting business for some time past through Nash-Wright Company, Chicago, has taken into partnership B. F. Traxler, his former traveling representative. The firm will continue business on the same lines as formerly.

G. B. Van Ness, formerly with H. Hemmelgaru & Co., and L. B. Wilson, formerly with Ware & Leland, have formed a partnership in the grain commission business under the firm name of Van Ness & Wilson, with office at 500 Royal Insurance Building, Chicago.

The S. W. Tallmadge Company has been organized at Milwaukee, with offices at Chicago and Minneapolis also, to do a general grain and brokerage business. S. W. Tallmadge, who has been active in the Milwaukee Chamber of Commerce since 1863, is president of the company.

W. F. Johnson & Co., grain commission merchants of Chicago, have dissolved partnership by limitation. Fred J. Schuyler retires. The business will be continued under the same style. George A. Wegener, for many years in the employ of the firm, has been admitted to partnership with the senior member, Willis F. Johnson.

ASTROLOGY SET TO WHEAT.

When a member of the New York Consolidated Stock and Petroleum Exchange opened the mail one day a few weeks ago, his attention was at once attracted by the following communication printed in red ink, apparently by a copying press, on the back of an old freight car memorandum. The circular read as follows:

Free trial. October, 1900. \$5 Per Month.
Astrological Forecast of Wheat.

Tendency downward with feeble rallies quickly lost 1st to 5th, 8th to 10th and 25th to 28th steady to strong, slight advance.

Do not expect a Big Break this Month, the political situation will have a tendency to hold it steady, if possible.

Weak Days—4, 13, 20.

Treacherous Days—6, 9, 12, 26.

The long side is dangerous, act quick, if at all.

When weakness appears about the 10th or 11th sell and until about the 25th.

The downward tendency does not end with October. You may Hoot the attempt, it costs you nothing to watch it and see.

Am not infallible, but expect a good per cent of correct dates, its an easy matter after the market moves to manufacture an explanation.

But to forecast the tendency, and turning points correctly in advance, is not so easy.

Sentiment is strongly against me, but time will tell. Forecasts ready by the 25th of each month.

This is the first time, so far as the broker knows, that astrology has been called in as a paying method of forecasting the market, says the Sun. There are plenty of other systems, so called. One man got up several years ago a machine, in appearance something like a cash register, into which the market quotations of a stock were fed from the tape and on the working of a crank cards would appear bearing such advice as "buy," "sell," etc.

Apparently the wheat astrologer or the stars are working in good order the month [October], for the forecast of a "downward tendency" for wheat was correct enough.

BARLEY AND MALT

Fred Grotenrath, Milwaukee, Wis., is building a new malthouse and grain elevator for the Borchert Malting Co., Milwaukee.

The new Kam malthouse at Black Rock, Buffalo, N. Y., is now under contract. It will be of steel tanks, with capacity for 800,000 bushels.

The American Malting Company has placed in its Larrabee Street house at Chicago an Invincible Needle Screen Gravity Separator 20 feet long.

The Marr Malting Company has been incorporated at Baltimore, Md., to manufacture malt; incorporators, August Wilkins, John H. Biemiller, Geo. Marr and others.

The Gottfried Brewing Company of Chicago and the Charles G. Curtiss Company of Buffalo have installed complete lines of the Invincible Needle Gravity Separators.

The Galland-Henning Pneumatic Malting Drum Company's plant at Milwaukee, Wis., was destroyed by fire February 6. Loss, \$25,000; fully insured. The plant will be rebuilt at once.

The Davenport Malt & Grain Company of Davenport, Iowa, will expend \$25,000 on improvements to its plant in that city this year. This company has recently installed an Invincible Compound Shake Malt Separator.

Friedrich Knuettel of Charlottenburg, Germany, has patented a pneumatic malting apparatus consisting of a combination of a rotatable drum with a perforated central tube, a chamber at one end of the drum and an exhaust pipe at the other end.

Frederick H. C. Mey of Buffalo, N. Y., has patented a malting or drying apparatus which is a combination of a perforated rotary drum with an air chamber extending around the outer side of the drum and communicating with the interior of the drum.

Archibald A. Hutchinson and Victor K. McElheny Jr. have sent circulars to stockholders of the American Malting Company asking contributions of 10 cents a share to the expense of carrying on suits recently instituted against some of the directors to recover funds of the company which, they allege, were wasted.

One of the finest calendars for 1901 received at this office is that of the Columbia Malting Company of Chicago. The calendar is printed in silver on a rough green ground, the decoration being a lithographic reproduction of a seascape by Neil Mitchell, illustrating Milton's lines, "The moon, rising, unveiled her peerless light, and o'er the dark her silver mantle threw."

The receipts of malt at Cincinnati for the month of January, 1901, were 99,801 bushels and shipments 63,140 bushels, as compared with receipts of 64,274 bushels and shipments of 51,503 bushels in January, 1900. The receipts of barley during January were 120,830 bushels and shipments 5,600 bushels, as compared with receipts of 150,482 bushels and shipments of 225 bushels in January, 1900.

While the government crop report on barley shows a shortage of about 12,000,000 bushels over actual requirements, there is a constantly increasing demand for barley malt, which, in addition to being used for beer, is entering largely into articles of food, such as breakfast foods, bread, etc. The early movement of barley has been liberal, and the prospect for high prices during the coming spring months is excellent.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.

Imports—	Bushels.	Value.
December, 1899	25,541	\$12,781
December, 1900	40,722	20,096
Twelve mos. end'g Dec., 1899	192,650	91,795
Twelve mos. end'g Dec., 1900	184,132	90,707

Exports—	Bushels.	Value.
December, 1899	2,437,752	\$1,155,705
December, 1900	226,264	104,626
Twelve mos. end'g Dec., 1899	18,991,941	8,255,601
Twelve mos. end'g Dec., 1900	12,319,162	5,728,301

BARLEY MALT.

Imports—	Bushels.	Value.
December, 1899	515	\$591
December, 1900	none	none
Twelve mos. end'g Dec., 1899	4,036	\$3,538
Twelve mos. end'g Dec., 1900	4,823	4,794

Exports—	Bushels.	Value.
December, 1899	18,479	\$13,342
December, 1900	28,188	20,073
Twelve mos. end'g Dec., 1899	386,227	275,182
Twelve mos. end'g Dec., 1900	310,371	225,584

THE AMERICAN MALTING COMPANY.

The malting plants owned and operated by this company, and the various systems employed, also the malting and storage capacity of each plant, are as follows: There are 38 malting plants, with elevators and storage houses connected, and 51 distinct elevators, located in different places and in the regions noted for barley raising. All of the several systems of malting are in use by this company, the old-style method of floor malting being mostly in vogue.

The C. M. Warner Branch, Clyde, N. Y.: System, floor malting; capacity, 125,000 bushels annually.

The C. M. Warner Branch at Jordan, N. Y.: System, floor malting; annual capacity, 500,000 bushels.

The C. M. Warner Branch at Weedsport, N. Y.: System, floor malting; annual capacity, 90,000 bushels.

The C. M. Warner Branch at Auburn, N. Y.: System, floor malting; annual capacity, 100,000 bushels.

The Sohngen Malting Company Branch (Plant No. 2): System, floor malting; annual capacity, 250,000 bushels; location, Hamilton, Ohio.

The C. M. Warner Branch: System, Dornfield; elevator capacity, 680,000 bushels; malting capacity, 2,400 bushels daily; location, Syracuse, N. Y.

The Neidlinger & Sons Branch, Cayuga, N. Y.: System, floor malting; elevator capacity, 60,000 bushels; malting capacity, 80,000 bushels per annum.

The Neidlinger & Sons Branch, Oswego, N. Y.: System, floor malting; elevator capacity, 175,000 bushels; malting capacity, 180,000 bushels annually.

The John Carden Jr. Branch: System, floor malting; capacity of elevator, 130,000 bushels; malting capacity, 975 bushels per day; location, Chicago, Ill.

The Neidlinger & Sons Branch, Sodus Point, N. Y.: System, floor malting; elevator capacity, 500,000 bushels; malting capacity, 300,000 bushels annually.

The Sohngen Malting Company Branch: System, floor malting; elevator capacity, 280,000 bushels; malting capacity, 1,500 bushels daily; location, Hamilton, Ohio.

The Hansen Hop & Malt Co. Branch: System, floor malting; 4,400 bushels daily; storage capacity of elevator and warehouse, 1,325,000 bushels; location, Milwaukee, Wis.

The Neidlinger & Sons Branch, located on Wilson Street, Brooklyn: System, floor malting; elevator capacity, 230,000 bushels; malting capacity, 260,000 bushels annually.

The Milwaukee Malt & Grain Company, Fifth and Chestnut streets, Branch: System, floor malting; elevator capacity, 125,000 bushels; malting capacity, 1,000 bushels daily.

The Neidlinger & Sons Branch: System, floor malting; marine elevator daily capacity, 30,000 bushels; location, Sixty-third and Sixty-fourth streets and East River, New York City.

The Jacob Weschler Branch: System, floor malting; elevator capacity, 500,000 bushels; malting capacity, 500,000 bushels annually; location, Sixteenth and Parade streets, Erie, Pa.

The Brand, Bullen & Gund Branch: System, Saladin; capacity of elevator, 360,000 bushels; malting capacity, 2,000 bushels per day; location, Thirteenth and Rockwell streets, Chicago, Ill.

The Carden Malting Co. Branch: System, floor malting; capacity of elevator, 225,000 bushels; malting capacity, 1,300 bushels daily; location, Cherry Street, near Hickory Avenue, Chicago.

The W. D. Matthews Malting Company Branch: System, floor malting; capacity of elevators, 450,000 bushels; malting capacity, 700,000 bushels annually; location, Le Roy, Genesee County, New York.

The Milwaukee Malt & Grain Company Branch: System, floor malting; capacity of elevators, 1,000,000 bushels; malting capacity, 2,400 bushels a day; location, Oregon and Florida streets, Milwaukee.

The Neidlinger & Sons Branch, located at Forty-seventh Street and East River, New York City: System, floor malting; elevator capacity, 175,000 bushels; malting capacity, 330,000 bushels annually.

The Hales & Curtis Malting Company Branch: System, floor malting; capacity of elevator, 400,000 bushels; malting capacity, 2,400 bushels per day; location, Bliss and Hickory avenues, Chicago, Ill.

Chicago Pneumatic Malting Company Branch: System, Saladin; capacity of elevator, 460,000 bushels; malting capacity, 1,000 bushels per day; location, Harvard and South Rockwell streets, Chicago, Ill.

The Wm. Buchert Malting Co. Branch: System, Saladin; malting capacity, 900,000 bushels annually; elevator capacity, 400,000 bushels. This branch of the American Malting has also ten station elevators located at different points to receive the barley direct from the farmers; the principal among these being at Richwood, Elba, Columbus, Marshall, Deansville, Sun Prairie, Waterloo and other stations

on both the Chicago & Northwestern and the Chicago, Milwaukee & St. Paul railroads. The main plant is situated on the Chicago, Milwaukee & St. Paul Railroad at Watertown, Wis.

The J. Weil Malting Company Branch: System, floor malting; capacity of elevator, 350,000 bushels; malting capacity, 500 bushels per day; location, Fifty-second Street and Panhandle Railroad, Chicago, Ill.

The W. H. Purcell Branch (Larrabee Street).—System, Galland-Henning Pneumatic; capacity of elevator, 250,000 bushels; malting capacity, 1,700 bushels per day; location, 26-34 Larrabee Street, Chicago, Ill.

The L. I. Aaron Company Branch: System, Saladin; capacity of elevator, 120,000 bushels; malting capacity, 1,020 bushels per day; location, One Hundred and Third Street and Pennsylvania Railroad, South Chicago.

The Howard Northwood Branch: System, floor malting; capacity of elevator, 250,000 bushels, and a corn mill of 4,000 bushels per day; malting capacity, 500,000 bushels annually; location, Grand River Avenue, Detroit, Mich.

The W. H. Purcell Company Branch, Kensington, Ill.: System, Galland-Henning Pneumatic; capacity of elevator and tanks, 450,000 bushels; malting capacity, 3,100 bushels per day; location, Kensington, on M. C. R. R.

The F. F. Bullen Malting Co. Branch: System, floor malting; capacity of elevators "A" and "B," 600,000 bushels; malting capacity, 3,500 bushels per day; location, Chicago, Milwaukee & St. Paul Railroad, at Cragin, Chicago, Ill.

The Kraus-Merkel Malting Company Branch: System, floor malting and Galland-Henning; capacity of elevator and tanks, 1,000,000 bushels; malting capacity, 1,800,000 bushels annually; location, Water and Park streets, Milwaukee, Wis.

The Charles A. Stadler Branch: System, floor malting; elevator capacity, 885,000 bushels (malt houses used for storage only); location, 306-316 East Sixty-first Street, and at the foot of Forty-eighth Street and East River, New York.

Estate of C. G. Curtiss Branch: System, three methods—Galland & Henning, Tilden Drum and floor malting; capacity, combined, 1,000,000 bushels annually, and a storage capacity of 400,000 bushels. This plant is located at Pratt and Williams streets, Buffalo, N. Y.

The American Malting Company owns also a very extended system of elevators, which are advantageously located in the barley-raising regions of Minnesota, Wisconsin and Iowa. Included in the following list is the line of houses formerly operated by the H. J. O'Neill Company. In Minnesota, on the Chicago & Northwestern Railroad, the company has elevators at Dover, Kasson, Wabasha, Plank's Crossing, St. Charles, Elgin, Mantorville, Plainview, Chatfield, Stockton, and, on the Chicago, Milwaukee & St. Paul Railway, at Glascon (2), Winona, Weaver (2), Hammond, Dakota, Keegan, Thielman, Kellogg, Lake City (2), Minneka (2), Lakey, Millville and Zumbro Falls; on the Winona & Western at Altura, Simpson, Rocene, Le Roy, Rollingstone, Bethany, Stewartville and Ostrander; on the Duluth, Red Wing & Southern, at Goodhue; in Wisconsin at Milwaukee and Durand; in Iowa at Osage and David, and two elevators at New York City. The combined capacity of this extensive line of elevators is nearly 5,000,000 bushels, and the list does not include the vast storage houses in connection with the 38 malting plants of the company that are distributed throughout the central and eastern states.

The Gerstenberg Elevator, located at North Fifty-second Avenue, Cragin, Ill., and which has been idle for the past two years, is again on the list of busy plants. The Northwestern Malt & Grain Company took possession February 1, 1901, and are now using it for a storage house in conjunction with their extensive malting plant, which is situated in close proximity. This property is equipped with two elevator legs, two Eureka Cleaners and one Eureka Oat Clipper, and has 27 bins with a capacity of 60,000 bushels, two boilers, one Atlas engine of 75 horsepower, and is advantageously situated on the line of the C. M. & St. P. R. R. At different periods it was operated by Gerstenberg & Co., the Chicago Grain Company and the Chicago O'Neill Grain Company.

The ninth annual number of West Coast Trade of Tacoma is dated January 1, 1901. Like its predecessors, it presents a complete summary of the statistics of production of the state of Washington and of the city of Tacoma, and also a number of valuable articles on the industries of the state and city, the jobbing trade and the foreign commerce, which are appropriately and beautifully illustrated. The West Coast Trade is an enterprising and intelligent trade journal, and the business in this annual number indicates that it is properly appreciated on the Northwest Coast.

OBITUARY

E. G. Collins, a grain buyer of Prosser, Neb., died suddenly in his office February 5.

Frank S. Hussey, a well-known hay and grain dealer at Boston, Mass., died recently.

G. W. Robinson, a prominent grain dealer of Preston, Minn., died January 29, aged 56 years.

T. P. Sweet, proprietor of a grain elevator and a general store at Royal Center, Ind., died recently.

Frederick Rissman died recently at Beaver Dam, Wis., aged 81 years. He was at one time engaged in the elevator business at Beaver Dam.

William A. Simpson died recently at Baltimore, Md. He was a well known dealer in seeds and member of the Chamber of Commerce of that city.

Uriah C. Whitlock died recently at New York. He was at one time connected with H. O. Armour & Co., the New York branch of Armour & Co.

Edward E. Hill died at Moosup, Conn., January 7, aged 77 years. He was at one time one of the leading citizens of the town and engaged in the grain and lumber business. In 1884 he was a member of the Connecticut Legislature.

Frank McCoy died January 24, at his home in Dalton City, Ill., aged 35 years. He was a member of the grain firm of High & McCoy. His death was due to an attack of la grippe, which resulted in an abscess in his head.

Joseph Truman Colvin died of pneumonia at his hotel in Pittsburg, Pa., January 31, aged 63 years. Mr. Colvin was a prominent business man and was formerly connected with the grain and wool firm of Colvin & Mason of that city.

Arnold B. McCourtie, a member of the Chicago Board of Trade, died suddenly of heart trouble at his home in Chicago, February 1. He was about 55 years of age and leaves a wife, two sons and a daughter. He was supposed to be in good health and had been at his office the day before.

Charles T. Hallowell died January 28 at Oil City, Pa., aged 61 years. He was a native of Philadelphia, and served during the Civil War in the United States navy. For a number of years he was superintendent of the Pennsylvania grain elevator at Philadelphia and represented the company on the Commercial Exchange.

Abraham C. Keever, president of the Keever Grain Company and a prominent member of the Board of Trade of Kansas City, Mo., died at his home in that city February 6, aged 65 years. He had been active in the grain business at Kansas City and Topeka for over 20 years.

John Vile died January 7 at Good Ground, L. I., aged 75 years. Mr. Vile was a native of England and came to this country in infancy. For many years he conducted a grain and commission business at Jersey City, N. J., and accumulated a comfortable fortune, which he lost by a destructive fire. He then settled on Long Island. He leaves a widow and one daughter.

John S. Parker died at the residence of his son, Charles E. Parker, at West Orange, N. J., January 25, in his 80th year. Mr. Parker was a native of Newark and lived there nearly all his life. For many years he was engaged in the grain business in Newark and owned a large amount of real estate. He is survived by his widow, one son and a widowed daughter.

Col. William R. Austin died at Washington, D. C., January 14. He was found dead at his hotel. Colonel Austin was formerly a trader on the Chicago Board of Trade. As historian of the Grand Army of the Republic he had collected a roster of its members together with historical data and had spent much time and money in a vain effort to induce Congress to purchase the work for historical purposes.

Lee Hunt, president of the Mattoon Elevator Company, of Mattoon, Ill., died suddenly of heart failure at the Planters' Hotel, St. Louis, January 24. Mr. Hunt was a native of Hendricks County, Ind., and was 48 years old at the time of his death. He was a member of the Chicago Board of Trade, but retired from active operations on the Board several years ago. He had acquired a large fortune. Mrs. Hunt survives him.

John L. Fyffe, senior member of the firm of Fyffe Brothers & Co., grain commission merchants on the Chicago Board of Trade, died at his residence in Evanston January 14, aged 42 years. He had suffered with heart trouble for three years and this was aggravated by an attack of la grippe. Mr. Fyffe was a native of Dublin, and settled in Chicago in 1879. With his brother, W. J. Fyffe, he entered the employ of P. B. Weare & Co., in 1880; they became stockholders in the Weare Commission Company on its incorporation in 1885. They left that firm to form the firm of Snyder, Fyffe & Co., and a

year ago established the firm of Fyffe Brothers & Co. Mr. Fyffe had only recently been elected a director of the Board on the members' ticket. He leaves a widow and two daughters.

Charles W. Greene died at the home of his daughter in Prescott, Ont., February 2. He had been engaged in the grain business all his life, at Gibson City, Cairo and Chicago, Ill., in Washington and Oregon. While engaged in handling grain at Walla Walla, Wash., some four or five years ago he was seriously injured by some sacks of grain falling on one of his legs, crushing the knee, and this injury finally caused his death.

Chris. Sharp, of the Chris. Sharp Commission Company, St. Louis, Mo., died of pneumonia at his home in that city February 2, aged 55 years. He was a native of New Orleans and settled in St. Louis in 1863. In 1879 he formed a co-partnership with O. Hewitt in the commission business under the firm name of Hewitt & Sharp, and in 1890 he bought Mr. Hewitt's interest and changed the name of the firm to the Chris Sharp Commission Co. Mr. Sharp was an active business man and a prominent member of the St. Louis Merchants' Exchange, of which he was president in 1898.

Frank A. Wilkinson, treasurer of Wilkinson, Gaddis & Co., Newark, N. J., died at his home in that city of pneumonia, January 25, in his 57th year. Mr. Wilkinson was a native of Newark and had lived there all his life. He was a veteran of the Civil War, having served with distinction in Beam's Battery. After the war he entered the employ of Wilkinson & Voorhees at Newark, which firm afterward became Wilkinson, Gaddis & Co. In 1886 the firm was organized as a corporation, with capital of \$500,000, and F. A. Wilkinson was elected treasurer. The business grew rapidly until it is now the third largest wholesale grocery house in this country, the sales aggregating \$8,000,000 annually. The company operates a grain elevator in Newark and one in Chicago. Mr. Wilkinson was also president of the Orrville Milling Company, of Orrville, Ohio. He is survived by a widow and five children.

FLAXSEED

The American Linseed Company has closed its oil mill at Fargo, N. D.

Spencer Kellogg of Buffalo has announced that hereafter he will sell linseed oil by the pound.

The American Linseed Company is said to have arranged for \$6,000,000 additional working capital with which to operate its plants.

Argentine flax shipments to Europe are early and large. The Argentine surplus is now estimated lower—350,000 to 450,000 tons.

The farmers of Northern Alberta, Canada, propose to try flax growing on the new land to be broken each year in that province.

Shipments of flax to fifteen European ports since August 1, 1900, have been 270,720 quarters, as compared with 320,626 quarters during the same time in 1899.

The American Linseed Company marked up prices of oil 7 cents a gallon February 1, to 65 cents raw and 66 cents boiled in carload lots, f. o. b. Chicago. East of Buffalo the advance is 9 cents.

Prospects for the 1901 flax crop in India are favorable for a larger yield than in 1900. According to Beerbohm, quite an average crop is expected in the districts around Calcutta, while in Bombay, partly owing to the drouth early in the season, causing a decrease in the area sown, not much over half an average crop is expected. But even this would give a larger yield than last year, when the exports of seed were 1,413,000 quarters, or 11,300,000 bushels.

It is reported that inquiries have been made for transportation for flax from Canadian ports on the eastern lakes to Duluth by water for May delivery. This would indicate a squeeze in May flax. The flax to be delivered was shipped east from Chicago last fall and has been in Eastern terminal elevators ever since. The Duluth Commercial Record says that there is an active demand in that market for puts and calls on May flax, good during the life of the option. Twenty-five dollars has been paid there for a put on May flax at \$1.60 and ten dollars for a call at \$2.

The Duluth Commercial Record foresees that with a new flax grade in force during the coming crop year there will be a loss to the producers amounting to the difference in price between No. 1 Northern and No. 1 Flaxseed. As the latter grade allows the admixture of 25 per cent of damaged seed and will be a contract grade, there seems to be no reason, in the view of the Commercial Record, why the entire Northwestern crop will not be forced down to the price which this grade will bring in the world's markets. In other words, if the poor seed to mix with can be had in any one year, the mixer will see to it that the seed going out is no better than

the law allows; and whether it is or not, the Eastern crusher and the foreign buyer will base their prices on the poorest that can be shipped.

Of the flax crop of 1900 there have been marketed 12,275,000 bushels at Duluth, Chicago and Minneapolis to December 1, and the estimated receipts since that time, together with stocks in country elevators and in farmers' hands, according to the Duluth Commercial Record, make up the crop total to about 15,500,000 bushels. Estimates of other statistical writers are considerably in excess of these figures.

The Duluth flax market has been altogether bullish of late, and there are many predictions there that rejected seed will sell for \$2 per bushel before March 1. No. 1 has sold for March delivery in the Chicago market around \$1.75. The cash demand has been so brisk that the best rejected has sold in Duluth at only 10 cents under May. With a continuance of this demand there is a strong feeling that higher prices must prevail, as there is very little seed in the country.

In the case of the Heath & Milligan Manufacturing Company against the American Linseed Company, in which damages were asked for short weights in the selling of oil, the Appellate Court of Illinois, sitting at Chicago, has rendered a decision in favor of the complainant, reversing the finding of the lower court, and has ordered the entry of a judgment against the company for \$12,012, with costs. This was a test case, brought by Heath & Milligan after the discovery by A. M. Heath that a gallon of linseed oil in reality weighed seven and three-fourths pounds instead of seven and one-half pounds, as sold by the company.

Wm. K. Herzog, United States consul at Zittau, Germany, writes that there never was a more opportune time to introduce American flax fibers into Europe than the present. Russian flax this year is wanting in quality as well as in quantity. Besides, the price of the raw material has increased three-fold this year. It has been said by growers and dealers that four years of good harvests in Europe will be necessary to bring flax down to a normal price. Owing to the lack of raw flax the spinners of Germany, Austria, Belgium and France entered into an agreement that after January 1, 1901, only 85 per cent of their spindles should be operated. It is certain that American flax could at all times successfully meet Russian competition, American flax fiber being, on the average, much superior to the Russian.

IMPORTANT CHANGE IN THE GRADING OF FLAX.

A new grade of flaxseed has been established by the Minnesota Board of Grain Appeals, to go into effect June 15. It will be known as No. 1 Flaxseed, and will be just below No. 1 Northern. Many complaints have been made by farmers that their seed though better than "rejected" has just missed grade, and the new grade has been created for the classification of such seed. The Minnesota flax grades after June 15 will be as follows:

No. 1. Northwestern—Flaxseed to grade No. 1 Northwestern, shall be mature, sound, dry and sweet. It shall be northern grown. The maximum quantity of field, stack, storage or other damaged seed intermixed shall not exceed twelve and one-half (12½) per cent. The minimum weight shall be fifty-one (51) pounds to the measured bushel of commercially pure seed.

No. 1 Flaxseed—No. 1 Flaxseed shall be sound, dry and free from mustiness, and carrying not more than twenty-five (25) per cent of immature or field, stack, storage or other damaged flaxseed, and weighing not less than fifty (50) pounds to the measured bushel of commercially pure seed.

Rejected Flaxseed—Flaxseed that is damp, immature, field damaged or musty, and yet not to a degree to be unfit for temporary storage and having a test weight of not less than forty-seven (47) pounds to the measured bushel of commercially pure seed.

No Grade Flaxseed—Flaxseed that is warm, mouldy, very musty, wet or otherwise unfit for storage, or having a weight of less than forty-seven (47) pounds to the measured bushel of commercially pure seed, shall be no grade.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

O. T. Wilson, Morris, Ill.
D. H. Spencer Jr., Lewiston, Idaho.
A. W. Strong, of Strong & Northway Mfg. Co., Minneapolis, Minn.
L. S. Meeker, Minneapolis, Minn., representing Richmond Mfg. Co., Lockport, N. Y.
A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.
E. A. Ordway, Kansas City, Mo., representing Invincible Grain Cleaner Co., Silver Creek, N. Y.
A. T. Sitterley, representing the S. Howes Co., Silver Creek, N. Y.

Fires - Casualties

Ralston Brothers' elevator at Caledonia, Ill., was burned recently.

The Menan Milling Company's elevator and flour mill at Menan, Idaho, was burned recently.

A new elevator at Burtonview, Ill., burst open recently and spilled 10,000 bushels of grain.

James Craig's grain office at Stark, Ill., was burned January 16, by sparks from a locomotive.

J. H. Musgrave's grain warehouse at Eldorado, Ill., was destroyed by fire February 2. Loss, \$2,000.

Haney's elevator at Mexico, Ind., with contents, was burned January 19. Loss, \$10,000; no insurance.

Mrs. Peter Voorhees' grain elevator at Whitehouse, N. J., was destroyed by fire January 8. Partly insured.

A. A. Armitage's elevator at Buckingham, Ill., burst and let the grain out on to the ground, necessitating immediate shipment.

Henry Brothers were compelled to shut down the machinery in their elevator at Wingate, Ind., recently, owing to the breaking of the main shaft of the engine.

C. A. Young's elevator at Deloraine, Man., was destroyed by fire February 1. The cause of the fire is not known. The loss is estimated at \$6,000; insurance, \$3,600.

Monson & Gerber's elevator at Buffalo Lake, Minn., burned January 30, with 8,000 bushels of wheat and 200 bushels of flax, all of which was a total loss. Insured.

Charles Edgington's elevator at Gilmore City, Iowa, burst January 26 and about 1,500 bushels of corn fell out. Cars were secured at once and the grain was loaded the same day.

The S. Y. Hyde elevator at Woonsocket, S. D., caught fire in the top of the shaft and was saved by hard work. About 12,000 bushels of wheat were wet and damaged by the firemen.

O. L. Kimler's elevator at Media, Pa., was burned January 1. The fire destroyed the building and 3,000 bushels of grain, valued at \$4,000; insurance, \$1,200. Mr. Kimler will probably rebuild.

Morgan Johnson & Co.'s grain elevator and contents at Greenville, Ohio, were destroyed by fire January 30. The blaze is said to have been of incendiary origin. The loss is \$25,000; insurance, \$7,000.

The Farmers' Milling Company's mill and elevator at Fort Saskatchewan, Alberta, were destroyed by fire January 16, together with 40,000 bushels of wheat. The loss on the building is \$25,000, partly insured.

The grain and hay warehouses of Henry Moffatt and the Canada Hay Company, at Pendleton Station, Ont., were burned January 23. About 4,000 bushels of grain and 12 tons of hay were destroyed; partially insured.

The elevator of the Anchor Grain Company at Cottonwood, Minn., was burned January 29. It was a 20,000-bushel house and contained 6,000 bushels of wheat and 1,500 bushels of flax. The estimated loss is \$10,000.

The Columbia Elevator at Minnesota Falls, near Granite Falls, Minn., was destroyed by fire February 5. The fire is supposed to have started from a defective stovepipe. The elevator contained about 8,000 bushels of wheat.

Ezra Martin's elevator at Northville, S. D., was burned January 7. The fire caught from a can of gasoline in the engine room. The loss on building was about \$2,500, with small insurance. There were about 6,000 bushels of wheat in the elevator, partially insured.

George Law's elevator at Stanton, Minn., together with his feed mill and some freight cars, was burned January 16. The fire is said to have started in the elevator pit, but the cause is not known. The loss is estimated at \$10,000 and is partially covered by insurance.

H. B. Hutchinson & Co.'s warehouse and grain elevator at Sterling, Va., were destroyed by fire January 28. The origin of the fire is not known. The plant had been recently equipped with new machinery, at considerable expense. Loss, \$3,500. It was partially insured.

C. N. Wisner & Co.'s grain elevator at Huling and Tennessee streets, Memphis, Tenn., was almost completely destroyed by fire January 11. The fire is supposed to have originated in the electric light wires, which had been put in only the day before. The loss on building was \$9,000; insurance, \$7,000. About five cars of grain in the elevator were destroyed. The stock was fully insured. Mr. Wisner states that they will rebuild on the same site as

soon as possible. The company leased the Central warehouse and is transacting business as usual.

When Neri Ogden started his elevator at Oskaloosa, Ia., January 15, he found the elevator buckets loaded with water, which was carried to the top and dumped. On investigation he found two feet of water in the basement, caused by the choking and backing up of the sewer.

Fire broke out in the engine room in the rear of D. Kennedy's grain, feed and seed store at Arthur, Ont., January 19 at night and was not discovered until 1:30 a. m., the next morning. It was then too far advanced to be extinguished, and destroyed not only the feed store and machinery, but several adjoining buildings also. Partial insurance.

Mike Losselyong, junior member of the grain and provision firm of Losselyong Brothers, of Ishpeming, Mich., was seriously injured January 11. He was adjusting the belt on a stationary engine and was caught and thrown violently against the machinery, fracturing his skull. His injuries were so serious that his recovery was considered doubtful.

The Board of Trade Building at Montreal, which cost over \$500,000 and contained over 100 tenants, was destroyed in the big fire, which swept that city January 24. It was the only modern structure burned. The fire started in a wholesale clothing store. The narrow streets and antiquated and inflammable buildings made it impossible to check the spread of the flames.

The Imperial Elevator at Milton, N. D., was destroyed by fire February 5. It contained 3,000 bushels of flax and 6,000 bushels of wheat. The loss on building, including flour and feed annex, is \$5,500, fully covered by insurance. The elevator had a capacity of 35,000 bushels and was owned by the Imperial Elevator Company of Minneapolis. The fire is supposed to have been of incendiary origin.

The elevator of the Princeton Elevator Company at Princeton, Ind., was destroyed by fire February 4. The fire was caused by a dust explosion or the explosion of a gasoline engine. There were 30,000 bushels of grain in the building, which will be a total loss. The loss on building is \$5,000 and on grain and machinery \$25,000, fully insured. The building was owned by a local company, of which H. E. Agar is president. He says the elevator will be rebuilt in the spring.

The Wichita Elevator Company's grain elevator at Wichita, Kan., was totally destroyed by fire February 1. It was a new house, completed last June, and had a capacity of about 40,000 bushels. It was owned by W. W. Culver and W. F. Green. The elevator was full of grain, and the loss on building and contents is estimated at \$40,000. The insurance was \$7,000 and will not cover the cost of the building. It has been adjusted and the work of building a new elevator will be begun as soon as possible.

The Smith-Alvord Company's block at West Superior, Wis., was destroyed by fire January 19. The property consisted of a commission house, elevator and feed mill, with contents, and was valued at about \$15,000. The insurance was \$4,500. The offices of the company were destroyed, but the contents of the safe were uninjured. The fire was discovered about 7 o'clock a. m., and had evidently been burning for some time. How it started is not known. The Smith-Alvord Company immediately opened new quarters and will probably decide to rebuild.

The Leet & Fritze elevator, located at Ninetieth Street and Harvard Avenue, Oakdale, a suburb of Chicago, was destroyed by fire January 20. A small prairie fire, which was started by a spark from a locomotive, spread to the elevator building and destroyed it before the Chicago fire department could get hose to the fire. The building was unoccupied. It was a 350,000-bushel house and was erected by the Leet & Fritze Commission Company in 1882, at a cost of \$54,000, and was occupied by this company until it suspended business in September, 1898. Afterward it was leased by the American Cereal Company and was used for one year for the preparation of grain for oatmeal. Since it was vacated by that company it had been empty and was held by the Continental National Bank as security for a loan. The loss is estimated at \$25,000; insurance, \$14,000.

Record breaking carloads at Duluth were 1,483 bushels of No. 1 Northern on January 12, a chaser for 1,504 bushels arrived September 4, 1899, and 100,030 pounds of flaxseed delivered by the N. P. early in February.

The revenue department at Washington has made a ruling that grain on which an invoice has been made at the point of entry and which has been bonded may be stored in any warehouse or elevator and regarded as a mere incident in shipment, provided the length of the time of the storage does not exceed the length of time of the bond the grain is under. The decision was made on a case from Michigan, but is even more important to Duluth, which handles export grain from Pembina, etc.

The EXCHANGES

The Consolidated Stock and Produce Exchange, Pittsburg, Pa., has applied for a charter.

The Montreal Board of Trade has been asked to appoint an official grain weigher, which will probably be done.

The new officers of the Cincinnati Grain, Hay and Feed Receivers' Association are Harry H. Hill, president; Charles S. Maguire, secretary; J. A. Loudon, treasurer.

Since the passage of the new commission rule, over 225 memberships in the Chicago Board of Trade have been purchased, principally by outside commission men. The price remains quite steady at \$2,000.

A movement is on foot to have the Chicago Board of Trade require all samplers now classed as receivers' agents to qualify for appointments as official Board of Trade samplers or be disqualified as samplers.

We have received a copy of the thirteenth annual report of the Winnipeg Grain and Produce Exchange, as presented to the annual meeting, held January 9, 1901. It contains the reports of the president and council and covers all the important occurrences of the year.

B. F. Hargis is the newly elected president of the Kansas City Board of Trade. He is a native of Missouri and has been a member of the Board of Trade and engaged in the grain trade since 1893. Frank H. Vanderslice was elected second vice-president, and Alex. McKenzie succeeds to the office of first vice-president.

John Dickinson, a commission man, has been expelled from the Chicago Board of Trade on the charge of breaking the commission rule. The vote of the directors was 14 to 1. It was the first trial under what is known as the new commission rule, which was adopted last fall. Mr. Dickinson threatens to bring suit against the Board.

The Montreal Board of Trade has elected Henry Miles as president for the ensuing year. He assumes the office at a very trying juncture, just following the destruction of the Board's building by fire. The Corn Exchange Association, affiliated with the Board of Trade, has elected H. D. Metcalfe president and Chas. B. Esdaile, treasurer.

The Iowa Cereal Club, composed of grain dealers and brokers of Des Moines, Iowa, held a banquet at the Victoria Hotel on the evening of February 1. The ladies were also present. The club has practically decided on a location and plans for a board of trade building. This will be occupied by the grain men, telegraph companies, etc., but will be built by a local capitalist and not owned by the club.

Preliminary work is under way, looking to the consolidation of the San Francisco Produce Exchange, Merchants' Exchange, and other commercial organizations, into one powerful body. A part of the plan is to build an eight-story building, costing \$300,000, as a home for the new exchange. The membership price has been fixed at \$500, and over 400 names are said to have been secured already.

The \$400,000 bonds for the erection of the new Minneapolis Chamber of Commerce Building have all been placed in that city, and the money is now available. A contract has been let for the building, and it is expected to be completed early in the fall. Memberships in the exchange have sold this month for \$1,000, nearly \$200 above all former prices. They have to be purchased direct from the Exchange, which has only about 10 left, as all floating memberships seem to be permanently placed.

The Boston Chamber of Commerce held its annual meeting on January 15. Wm. H. Lincoln was elected president; Geo. H. Leonard, first vice-president, and Leroy S. Brown, second vice-president. The membership reached its limit of 1,000 in 1899, but 43 were admitted during 1900, through transfer of certificates, through death, etc. The number of deaths was 17. The volume of grain inspected, according to Secretary Preston's report, was 32,395,577 bushels for export and 4,084 cars for local consumption.

The following are a few of the new committees as named by President Warren of the Chicago Board of Trade: Membership—William L. Gregson, H. M. S. Montgomery, William N. Nash. Warehouse—William N. Nash, William N. Eckhart, Harry B. Slaughter. Transportation—William N. Eckhardt, Charles H. Requa, William H. Chadwick, R. S. Lyons, B. A. Eckhart, H. W. Rogers, H. F. Dousman, H. H. Peters. Weighing—Frederick W. Smith, I. P. Rumsey, William N. Nash. Flaxseed inspection—Thomas H. Hunter, I. P. Rumsey, F. H. Hills, P. H. Eschenburg, George E. Alt. Arbitration on grass and field seeds—Thomas H. Hunter, Alexander Rodgers, C. A. Heath, Albert Seckel, F. E. Winans.

Late Patents

Issued on January 15, 1901.

Bag Holder.—Edward B. Beeson, Fond du Lac, Wis. Filed April 5, 1900. No. 666,045. See cut.

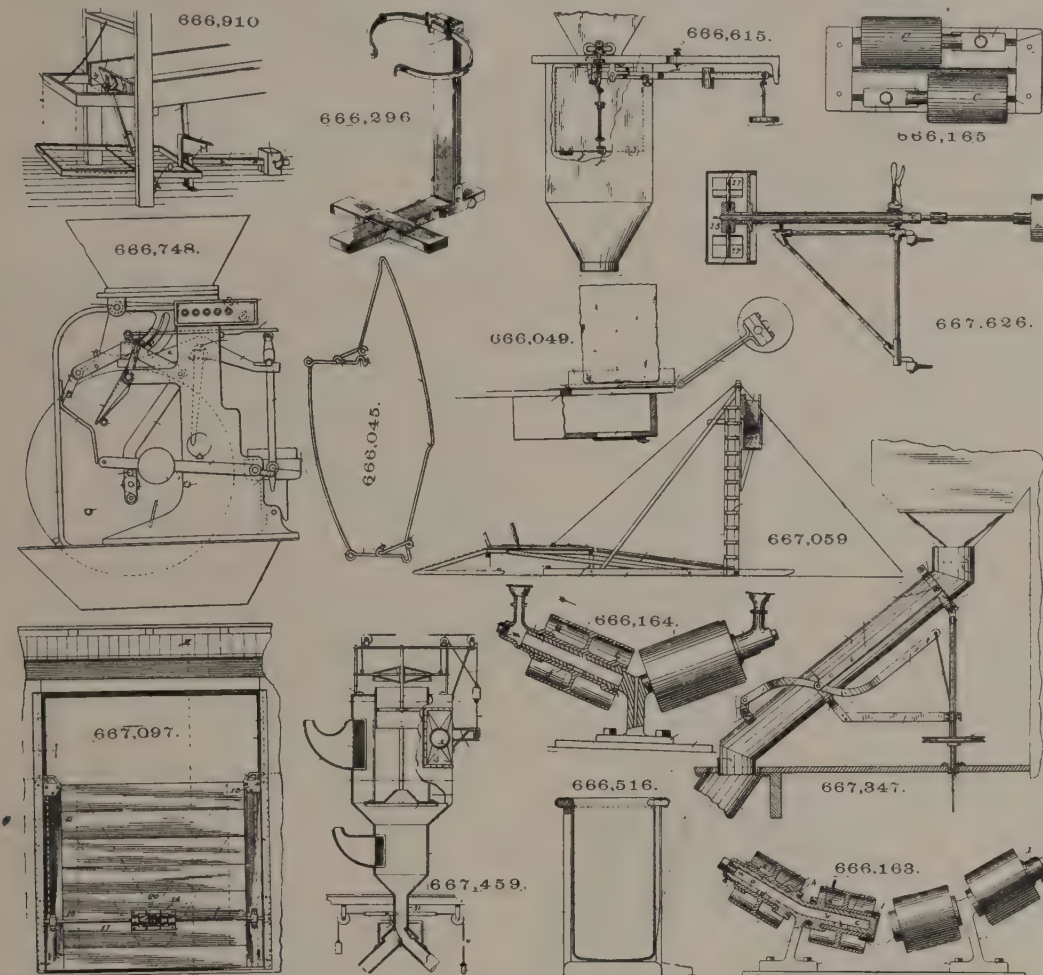
Pulley System for Conveyor Belts.—John Titus, Oyster Bay, and William Titus, North Hempstead, N. Y. Filed May 22, 1900. No. 666,163. See cut.

Roller Mechanism for Conveyor Belts.—John Titus, Oyster Bay, and William Titus, North Hempstead, N. Y. Filed May 23, 1900. No. 666,164. See cut.

Rear Compression Explosion Engine.—Chas. R. Daellenbach, Park Gate, Pa. Filed May 8, 1900. No. 665,881.

Supporting Mechanism for Carrier Belts.—John Titus, Oyster Bay, and William Titus, North Hempstead, N. Y. Filed May 24, 1900. No. 666,165. See cut.

Sack Jolter for Sacking Grain, Etc.—Myron A.



Gifford, Grafton, Cal. Filed July 25, 1900. No. 666,049. See cut.

Issued on January 22, 1901.

Bag Holder.—Henry H. Greene, Milwaukee, Wis. Filed May 5, 1900. No. 666,516. See cut.

Bag Holder.—Frank H. Wiard, Ypsilanti, Mich. Filed April 16, 1900. No. 666,296.

Gas Engine.—Leopold F. Burger, Anderson, Ind., assignor to the Wooley Foundry & Machine Works, same place. Filed July 1, 1899. No. 666,260.

Automatic Weighing Machine.—Edward Hanak, San Francisco, Cal., assignor to the Union Scale & Mfg. Co., same place. Filed May 10, 1899. No. 666,615. See cut.

Issued on January 29, 1901.

Grain Car Door.—August Miller, St. Louis, Mo., assignor to the Miller Supply Co., same place. Filed Feb. 5, 1900. No. 667,097. See cut.

Explosive Engine.—Horace L. Arnold, New York, N. Y., assignor to John A. Hill, same place. Filed April 2, 1898. No. 666,838.

Portable Grain Dump.—Joseph D. Birky, Hopevale, Ill. Filed May 21, 1900. No. 667,059. See cut.

Automatic Weighing Machine.—Otto Frank, Berlin, Germany. Filed May 29, 1899. No. 666,748. See cut.

Automatic Weighing Machine.—Henry B. Ruggles, Redlands, Cal. Filed Dec. 26, 1899. No. 666,910. See cut.

Issued on February 5, 1901.

Dust Collector.—Jacob Schreick and Daniel A. Hess, Louisville, Ky. Filed Aug. 4, 1899. No. 667,459. See cut.

Grain Distributing Spout.—Carlos P. Smith, Minneapolis, Minn., assignor of one-half to Robert Gerber, same place. Filed July 30, 1900. No. 667,347. See cut.

Grain Loader.—Arthur Hyland, Cherry Valley, Ill. Filed Oct. 2, 1900. No. 667,626. See cut.

KANSAS AGRICULTURAL REPORT.

The Twelfth Biennial Report of the State Board of Agriculture of Kansas, compiled by Secretary F. D. Coburn, is a book of 957 12mo pages and 180 illustrations. The first section is devoted to the promotion of improved animal and farm husbandry under conditions encountered by Kansas farmers and stockmen. We have, therefore, exhaustive papers on "The Modern Sheep," "The

Items from Abroad.

Salvador's new tariff taxes corn, hay and fodder.

The Chilean government has bought 400 grain cars.

Russia has 56 grain elevators, the largest being at Norossisk, with capacity of 1,760,000 bushels.

Finland is credited with a cereal production of 40,000,000 bushels. Its grain exports are largely oats.

The customs committee of the French Chamber of Deputies has adopted a proposal to raise the import duty on corn.

It appears that no changes in German import duties on grain can be made until 1902 or 1903, when existing commercial treaties expire.

The city of Hull has more than a dozen regular importers of wheat whose business in 1900 represented about 21,500,000 bushels. The dock extension at Bristol is expected to benefit the grain trade of that port at the expense of Liverpool.

The wheat crop of Queensland last season was a record one. Two patches in the Warwick district are cited as yielding 52 bushels per acre, with an average in the district of 24 bushels. Manitoba seed has yielded splendidly on the Darling Downs.

David Bannerman of Glasgow has published a 30-page brochure on "Fifty Years of Glasgow Corn Trade." In the chapter on wheat, he says that "from 1850 to 1875 dealers were merchants in the best sense of the word, they thoroughly understood the product in which they traded. At the present time merchants need know nothing of qualities, they buy wheat on a certificate of grade and pass both on to buyers." The import of Irish wheat by Scotland ceased in 1870.

The official statement of the wheat crop of New South Wales for the season 1900-01 says 1,901,539 acres were planted to wheat, of which 1,357,643 were harvested, yielding 17,195,000 bushels, or an average of 12.6 bushels per acre. In one district the crop of 4,811 acres was a failure. In seven out of fifty other specified districts the yield was under ten bushels per acre, and in fourteen districts it exceeded fourteen bushels. The highest acreage was 20.6 bushels, reached in one district only.

The latest effort to bolster up the English wheat farmer is the proposed "Bread, Beef and Beer" bill which an M. P. proposes to introduce in Parliament, provided the bill is not hopelessly talked to death in the newspaper forum. The bill provides that farmers shall reserve their wheat for six months in "ricks built on rickpins" and be prepared to sell it at any time to the county council at 40's. per quarter (say \$1.25 per bushel), the council to resell, without profit, to the millers. Should the price of wheat fall below \$1.25 per bushel, the national treasury is to make up the difference. The revenue needed to pay this bonus will be derived from a tax on foreign wheat imported, the Colonies to have a differential of 50 per cent. The importation of flour will be prohibited.

The decline of Russian exports of wheat (1899-1900) is explained by a French financial journal of good authority as due to several causes. In the first place, the crop in Southern Russia was deficient in 1898 and in the interior in both 1898 and 1897. The surplus of 1899 crop was therefore absorbed at home for the reconstruction of reserve stocks. It is further observed that from 1887 to 1897 the number of factories in Russia increased 26 per cent and the number of operatives 59 per cent. As these have been fairly well paid, it is quite certain that the home consumption of wheat has increased very rapidly. Barring 1897-98, the export of Russian wheat has declined steadily since 1894-95 from 243,851,000 poods (of 36 lb.) to 101,646,000 poods. Rye has exhibited similar phenomena.

A writer in the Austro-Hungarian Müller Zeitung, in discussing the five great crises in agricultural 1888-89, and 1894, states that they all were brought about by similar causes. Owing to peculiar economic events, there arises a superabundance of money seeking investment. This capital finds an outlet abroad, and, in the borrowing country, an epoch of artificial prosperity and inflation sets in, which is characterized by the wildest of enterprises, and the original capital of the region which is being opened up by the financiers becomes indebted frequently as much as 350 per cent. The universal rise in prices involves all classes in the movement. After a few years, the inevitable crash comes, commerce and industry are ruined, and the final effect is that, owing to a large portion of the population being driven to agricultural pursuits, in a few years a large excess of land produce becomes exported in such quantities as to influence the international prices, and a slump occurs.

Horse," "Forage and Fodders," "Dairying in Kansas," "The Work of the Breeder of Improved Stock," and "Road Construction." Then, after the official proceedings of the board, there are 300 pages of statistics telling in careful detail the story of the achievements annually of every township in the state in agriculture, stock raising, etc., as well as its industrial progress as shown by statistics of its population, and wealth, rural and urban, and its railroad mileage. The years 1899 and 1900 were the most productive ones in the history of Kansas; and this statistical story is a wonderfully gratifying tale to all the people of Kansas. No wonder the Secretary lingers over it and exhausts its every feature.

We are not informed as to the method of distributing this volume, but every resident of Kansas interested in the industries of the land will find this a fascinating book and should make an effort to get a copy.

During the first half of January, Glasgow lost four of the oldest members of its grain trade by death, to wit, Donald McCorquodale, Robert Young, Robert Stirling and Mitchell Smith.

The Avonmouth Dock, Bristol, England, has been fitted up with four electrically-driven belt conveyors for handling grain. The belts handle 75 tons (2,700 bushels about) per hour, acting as intakes from the dock side, where the companion ship elevators are situated. They convey grain 300 feet to the storage elevator.

FEEDING A FAMINE.

One of the anomalies, superficial, at least, of the last famine in India was the exportation of wheat, both from districts where food was scarce and from India itself. In other famine-stricken countries, as well as during previous famines in India, the exportation of grain was forbidden by the government. That this was not done by the Indian government during the existing distress was the occasion of not a little surprise, not to say criticism, on this side of the world. Justin E. Abbott of New York City recently sent an explanation of this apparent indifference to precedent that will be of interest at least to contributors in America of corn and cash to relieve the sufferings of the natives of India. [It may be said here that there was no exportation of grain from India from October 21, 1899, the date when famine was officially announced, until the first week of July, 1900, when 12,000 bushels of wheat left India; and that between August 1, 1899, and March 31, 1900, more than 2,000,000,000 pounds of rice and other grains were imported by India for distribution in the famine districts, and the same does not include imports of grain through other ports than Bombay.]

Non-interference with the natural laws of trade—of supply and demand—has long been a familiar English tenet; but during previous famines the government set aside that economic dogma and prohibited export of grain and also became itself an importer of grain. Mr. Abbott says that "under that system the regular grain merchants had to calculate on the arbitrary acts of the government, instead of the probabilities of the demand for grain. This confusion of necessity led to cheap prices in some places, but abnormally high prices in others, thus increasing the distress instead of relieving it. The government had not the enormous organization necessary to carry the grain into all the hundreds of thousands of villages, so that this well intended benevolence did more harm than good."

When the recent famine, therefore, was known to be imminent, the government decided not to interfere in any way with the regular channels of trade nor with the business of the regular grain dealers. The merchants acted therefore on their own judgment, and generally the effect so far as the people are concerned has been good; for rather more grain was imported into certain sections than could be sold, and when failures of dealers came, as many such did, the poor reaped the benefits of forced sales. On the whole, however, the price of grain was stationary all through the month at about two cents per pound, or double the normal price. Real extortion was prevented by abundant competition; for the days when it was possible for grain dealers to control prices in India have passed away with the coming of railroads and better common roads into the interior from the railway lines and towns.

In explanation of the seeming anomaly of exporting wheat during famine years, Mr. Abbott says: "Wheat in India is a luxury as compared with the cheaper grains used by the people. The good price obtained by exporting wheat gives the farmers more money, and hence the possibility of a larger supply of the cheaper grains by importation. To forbid the natural laws of trade to work would be adding to the distress of the country, and only ignorance of India's economic conditions makes the demand for governmental interference. The wheat that goes out of the famine area brings in a larger quantity of cheaper grain, better suited to the means of the people in their impoverished condition. As an illustration of the habits of the poorer classes in such matters, when in the famine of 1897 I had distributed gratuitously a good quality of rice, instead of using what was to them a luxury, they took it to the grain dealers and had it exchanged for a larger quantity of a poorer quality. It was quantity, not quality, of which the hungry people felt the need."

"In ordinary years both farmers and grain dealers prefer to export all grain in excess of their probable wants, instead of storing it. While these facilities thus drain the country of excess of needs in favorable years, they also work as the great channels of importation when drouth has destroyed all local crops, and bring about an equable distribution of grain, such as would have been impossible under former conditions. Government reports of the rail-borne traffic show that large importations of grain are taking place. Millions of bushels are being brought by busy trains to the distributing centers, from where by cart or on backs of bullocks the petty grain dealer supplies every little village. "This explains the paradox which some find hard to understand—sufficient grain, and yet the people dying of starvation."

"Importation of the cheaper grains to suit the hard times has been greatly stimulated. Whatever money the people may have goes for grain."

This statement may excuse also the suggestion that was made, that money be sent to the poor in India, instead of American grain, for wherever there was plenty of grain there were thousands who could not buy although Mr. Abbott said that two cents a day will buy an Indian grain enough to

sustain life. In order to provide this sum the government employed large numbers in public works, the rate of wages paid being regulated, Mr. Abbott says, "by the market price of grain. This rate is slightly over the sum necessary for the purchase of a pound of grain a day—the usual ration for an adult. This minimum of wage has the object of providing a place where life can be saved, but not attractive enough to draw men and women unnecessarily away from their villages, and thus from efforts at self-help. As the usual food of the people is simply bread, with a few condiments, the character of their daily food is not the hardship they have to endure, but rather the unaccustomed conditions connected with their toil. As an illustration of this, many of those physically weak prefer to work all day at easy tasks and earn their two cents than to be classed as too weak to work and be fed gratuitously. For even on two cents a day they can save a little for tobacco and some of the other luxuries they want. When relief works were first begun the government gave four cents a day, but this wage proved so attractive that the government, in fear lest one-half of the population—twenty-five million people—would be on their hands, which would have been an impossible task, reduced the wage to the minimum necessary to support life."

"It will thus be seen," concludes Mr. Abbott, "that the demand that the government of India should seize the grain of the grain dealers, feed the starving and settle with the dealers afterward, or the charge that it is indifferent to the condition of the people because it does not use the revenues of the country in going itself into the business of importing grain, proceeds from an ignorance of the conditions prevailing in India."

VACCINATION IN THE PIT.

"I have heard many tales of woe growing out of the prevalent smallpox scare and the consequent vaccination," said the broker in the wheat pit; "but I've got one of my own that beats them all. I got vaccinated a week ago and ever since I've had all sorts of trouble in keeping the other fellows away from the sore spot. Finally, I got a paper sign made which I wear pinned to the sleeve of my coat and that seems to have some effect. But that's only the beginning of my troubles. My business is to buy and sell wheat in the pit. When I hold up one finger that means 5,000 bushels and when I hold up five that means 25,000 bushels. Ten means 50,000 in the same way."

"Every day since I was vaccinated my arm has been getting sorer until yesterday I found I couldn't raise it above my head. I went into the pit with instructions to buy all the wheat I could get at three-eighths. Jenkins, standing across the pit, finally offered fifty at three-eighths and I started to take him up. I ran up the five fingers on my right hand and then tried to swing my left hand into line. But my arm was so sore that to save my life I couldn't get it above my waist. While I was struggling with it the closing bell rang and there I was with only half the wheat I wanted on hand."

"I went back to the office and tried to explain matters. I told them that my left arm was disabled and I couldn't get my hand above my waist line, and the firm really acted quite decently about it."

"I appreciate the situation," the old man said, "and I don't want to be hard on you. According to your own story your working capacity is just half what it is under ordinary conditions. In other words, you can't buy more than 25,000 bushels of wheat at a time. We won't discharge you. We'll just cut your salary in proportion. When you get so that you can buy 50,000 bushels at a crack let me know and I'll see that you are properly boosted. Meanwhile do the best you can with the one mit you have left."—Chicago Tribune.

Miscellaneous
& Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

ELEVATOR WANTED.

Wanted, to buy an elevator at some good point in Iowa. State price and give particulars. Address W., Box 2, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED.

Wanted, old engines, boilers and scrap iron. For sale, complete power plants. We can rebores your cylinder and valve seats right in their position. Address FISHER MACHINE WORKS, Machinists and Engineers, Leavenworth, Kan.

A POINTER.

If you are looking for a purchaser for your property, better follow the advice given in the letter below and insert an advertisement in these columns:

St. Louis, Mo., Aug. 15, 1900.

Mr. J. C. Wallace, Lebanon, Mo.
Dear Sir:—We are in receipt of your valued favor of the 14th inst. and contents carefully noted. If we, by any possibility, chance to learn of a party that is looking for a good grain opening with elevator attachment, to be had at reasonable figures, we will most certainly recommend your plant very highly. At times there are parties who are changing their locations, and we think it would be good policy to insert a little advertisement that would cost you a trifle, in the "American Elevator and Grain Trade," published monthly in Chicago by Mitchell Bros. Co. We have at times advertised in the paper; it has a wide circulation and we think if you would thus cast your grain on the Chicago waters it might be returned to you in the shape of a purchaser of your elevator. We mail you sample of the publication so you can see what it is like. With kind regards, we remain

Yours very truly,
J. W. BOOTH & SONS COM. CO.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

20,000-BUSHEL ELEVATOR.

For sale, a 20,000-bushel grain elevator. Address E. BRENNE, Sioux Falls, S. D.

OAT CLIPPERS.

For sale, two No. 5 Eureka Oat Clippers, second-hand. Address OAT CLIPPERS, care Box 10, "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

ELEVATOR AND FEED MILL.

For sale, an elevator and feed mill in Central Iowa in a fine grain territory. Nearest competition, eight miles. Good town and community. Feed business more than pays running expenses. Handles 250 to 300 cars of grain a year. Complete line of machinery and cribs in good repair. Has 25,000 bushels' capacity besides cribs. This is decidedly a good point. Will be sold cheap. Good reasons for selling. For particulars address

H. A. BAXTER, New Hartford, Iowa.

FOR SALE.

A 100 h. p. steam plant consisting of one 14x20, class D, R. H. Automatic Atlas Engine, 84x16-inch wheel.

One 60x16 boiler, John Mohr & Sons make.

One Worthington Pump.

One 20x96-inch Otis Heater with brass tubes.

Ninety feet of 30-inch steel stack.

Will sell as a whole or in part. Used only two years.

S. D., Box 2, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Good 10-horsepower high-speed skid engine. Splendid elevator or small mill engine.

One 30-inch under-runner burr, complete, ready for work, \$30. Write

HURD & ENYART, Royal Center, Ind.

GAS AND GASOLINE ENGINES.

One second-hand 44 h. p. Fairbanks-Morse, in first-class condition.

One 30 h. p. Pierce, as good as new; used only 6 months.

All makes and sizes in new engines constantly on hand. Write for prices to

C. P. & J. LAUSON, 151 W. Water St., Milwaukee, Wis.

FOR SALE.

Elevator and coal business, situated in one of the best localities in the corn belt of Central Illinois. Handled last year 330,000 bushels. Capacity 20,000 bushels; crib room for 30,000 bushels corn and granary for 30,000 bushels oats. Elevator comparatively new. Very convenient. Best location in town. Good competition. Address

N. J. G., Box 2, care "American Elevator and Grain Trade," Chicago, Ill.

AN OHIO ELEVATOR.

For sale, a general grain elevator, capacity 15,000 bushels. Good buildings; metal roof and three sides metal covered. Modern machinery; combined warehouse sheller and cleaner; capacity, 150 bushels per hour. Thirty horsepower engine, 35 horsepower boiler, located in separate power house. Constant Patent Wagon Dump, scale and office in connection. Load cars direct from elevator. Located on Erie Railroad, in an elegant grain growing country. Price, \$3,000 net cash. Investigation invited. Reason for selling, physical infirmities. In present business 30 years. Address

I. K. HOSTETTER, Osborn, Greene Co., Ohio.

E. R. Ulrich & Sons,**SHIPPERS OF WESTERN GRAIN,**

Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered.

No Wheat For Sale.

E. W. WAGNER.**Consign Your Grain.**

We make good sales.

We make prompt returns.

We make our customers money.

707, 708 and 709 Rialto Building, CHICAGO.

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S. T. Butler, Vice-President.

Chas. L. Glass, Treas. and Sec'y.

The Glucose Sugar Refining Company,

Factories:

General Offices:

Chicago
Peoria
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The Rookery,
CHICAGO, ILL.

The world's largest consumers of Corn. Daily consumption, 100,000 bushels. We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

To POULTRY RAISERS.

The Complete Poultry Manual is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,

315 Dearborn Street, Chicago, Ill.

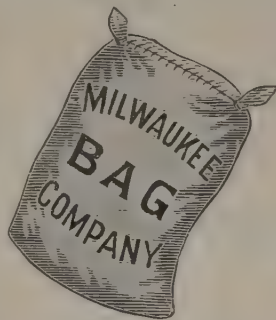
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All kinds of Bags, New and Second-Hand.

ORDERS FILLED PROMPTLY.

W. J. Johnston, 182 Jackson St., Chicago.

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**SEAMLESS
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GRAIN BAGS,
Jute Grain Bags,
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SECOND-HAND BAGS.

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As Agent for Buyers and Exporters, I supervise shipments and certify same. None but thorough experts employed.

**SETH CATLIN,
GRAIN EXAMINER AND SAMPLER.**

Office, 423 Rialto Building, CHICAGO.

I have had twenty years' experience as a Seaboard Inspector with the New York Produce Exchange Grain Inspection Department. Correspondence solicited.

ROOFING AND SIDING.**P. & B. Ruberoid Roofing,**

P. & B. Insulating Papers,
P. & B. Building Papers.

Do not use any imitations. See that the Brand P. & B. is on the wrappers, and use no other.

WRITE FOR SAMPLES AND PRICES.

Gate City Roofing and Metal Co.,

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The Garry Iron and Steel Roofing Co.,

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MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

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FOR CATALOGUE

"ZANZIBAR" ELEVATOR PAINT.

ANTI-
RUST.

SPARK,
WATER,
WEATHER

PROOF.

Guaranteed
Five
Years.

Write for Prices and Circulars.

GARFIELD OIL CO.,

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WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of Corrugated Iron and Metal Roofing for Grain Elevators,

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Eastern Works: NILES, OHIO.

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Adjoining Board of Trade.

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GRAIN and CLOVER SEED,

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BE FRIENDLY. WRITE OCCASIONALLY.

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Grain Dealers,

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If you appreciate Honest Work, Good Treatment and Prompt Returns consign your grain to us.

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Make all drafts on Main Office.

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Consign your grain and seeds and send your
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Write for our Daily Market Letter.

Your interests are our interests.

Special attention given to cash
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DANIEL McCAFFREY'S SONS,

Leading Hay Dealers,

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accurate and interesting news as to grain markets or finance;
or money accommodation in an
emergency. **YOU WILL FIND NONE**

On the back of a postal card. For all these things; for attention
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We sell on Commission and buy direct,

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Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

THE CROWN POINT GRINDING MILL.**The Best on Earth**

For Fine Grinding and Easy Running.

They are all equipped with our Patent Self-Sharpening Burrs, which were awarded First Prize and Medal at the World's Columbian Exposition

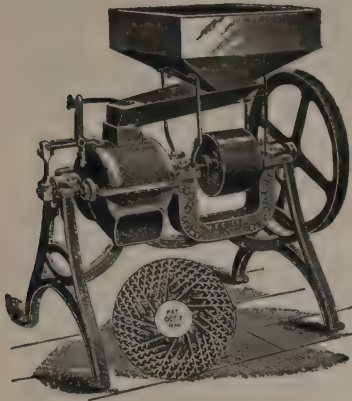
Do not dull when running together.

Grinds **OATS** perfectly fine and all grain, damp and dry.

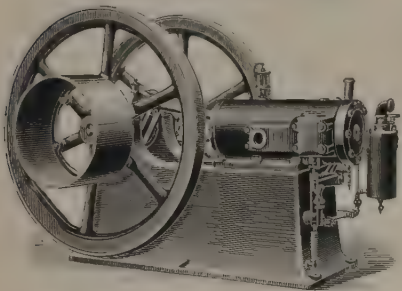
No heating of grain; no lost motion.

You cannot afford to be without one.

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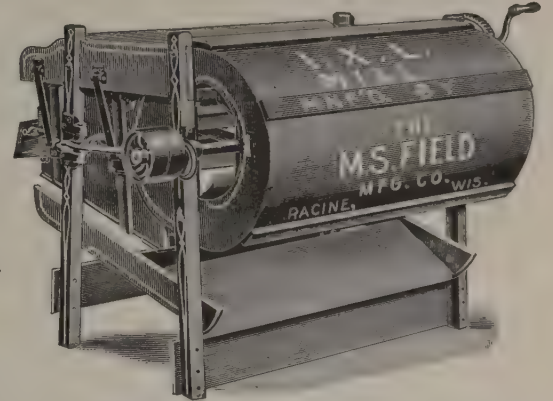
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The I. X. L. Warehouse Mill and Grain Cleaner

IS A
STRONG
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DURABLE
MACHINE.

Easy Running,
Good Cleaner with a
Large Capacity.

Manufactured
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**M. S. FIELD MFG. CO., Racine, Wis.****BRAIN TOOLS**

Save time and hard work and insure accurate results.

THE GRAINMAN'S ACTUARY

Shows at a glance the cost of bushels and fractional parts of bushels for any amount up to 50,000 bushels. Contains 214 well printed and well bound pages. Sent postpaid on receipt of price, \$1.00.

No miller or grain dealer can afford to be without it. Address

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\$2.50 { **The American Miller, \$2.00,** } **\$2.50**
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Two Great Papers Every Month

For one year can be had for almost the price of one, by sending the \$2.50 at one time. The interests of the milling and grain handling trades are so inseparable that you need both these "silent partners" in your business.

They will keep you fully informed of the progress and prospects of your line of business in all parts of the world. They record the latest legal decisions and developments affecting your business.



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It is the great illustrated business magazine of the flour and cereal milling industry.

It is not a daily market report, but covers broadly every phase of the business from the production of the grain to the consumption of the manufactured products.

The most complete exponent of milling mechanics in the world. Water power, steam engineering and all milling topics are handled by the ablest writers in their respective fields.



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Published on the 15th of every month at \$1.00 per year. Forty-eight pages and upward in every number.

It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

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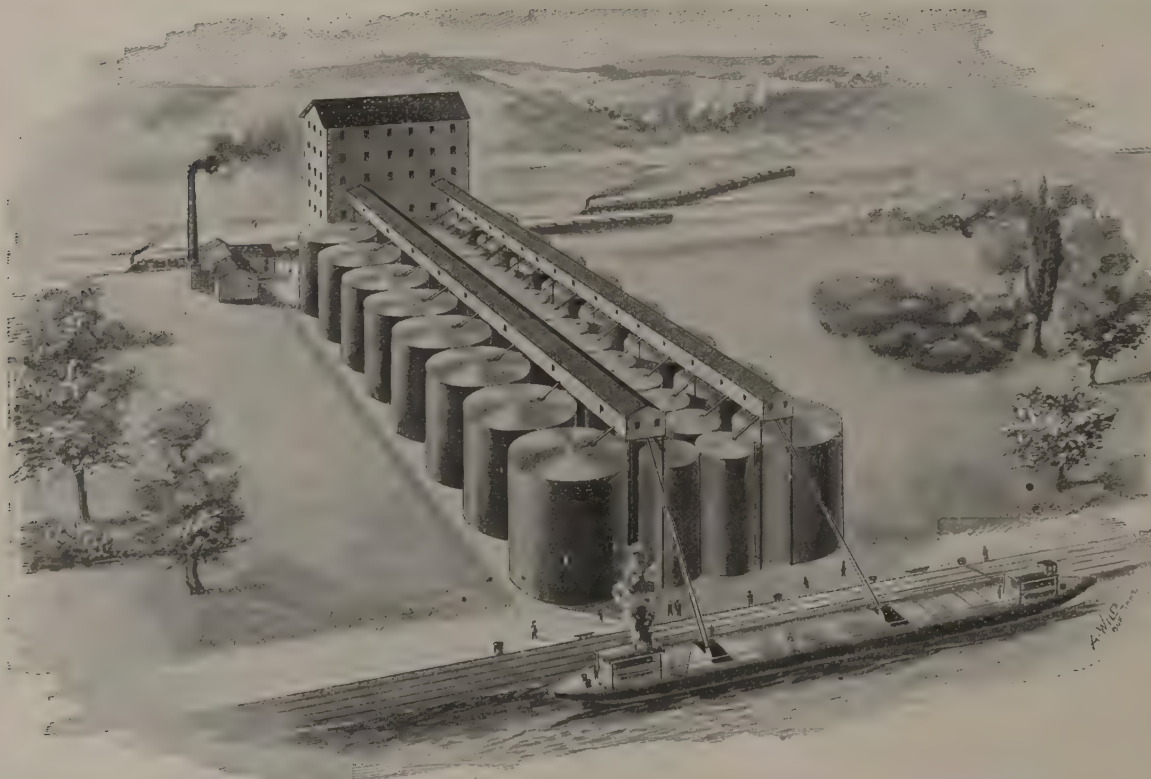
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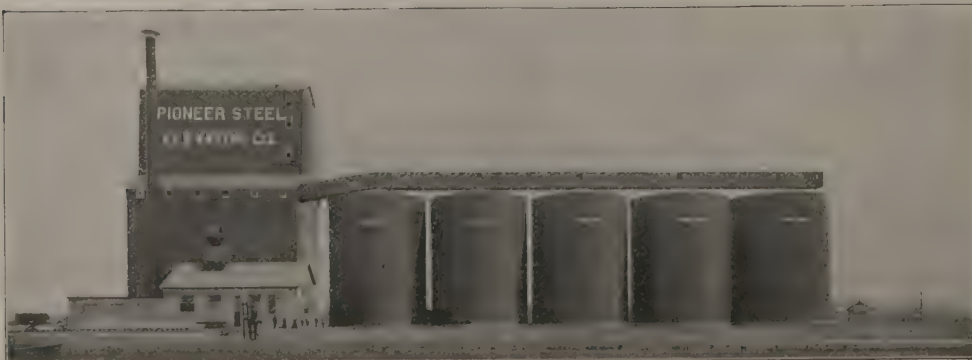
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MINNESOTA ELEVATOR CO., Hendricks, Minn.	25,000
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CROWN ELEVATOR CO., Hickson, N. D.	25,000
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SLEEPY EYE MILLING CO., Arcola, Minn.	20,000
SLEEPY EYE MILLING CO., Wilno, Minn.	20,000
SLEEPY EYE MILLING CO., Hendricks, Minn.	20,000
SLEEPY EYE MILLING CO., Astoria, S. D.	20,000
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JENNISON BROS. & CO., Arcola, Minn.	20,000
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Cleveland Elevator Company's Elevator, Cleveland, Ohio.	500,000
Erie R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hours
Manchester Ship Canal Co.'s Elevator, Manchester, England.	1,500,000
Burlington Elevator, Peoria, Ill.	500,000
Canada-Atlantic Railway Elevator, Coteau Landing, Que.	500,000
Northern Grain Co., Manitowoc, Wis.	1,400,000
Union Elevator, East St. Louis, Ill.	1,100,000
Chesapeake & Ohio Ry. Elevator, Newport News, Va.	1,000,000
Grand Trunk Ry. New Transfer House, Chicago.	500,000
Halliday Elevator Co.'s Elevator, Cairo, Ill.	500,000
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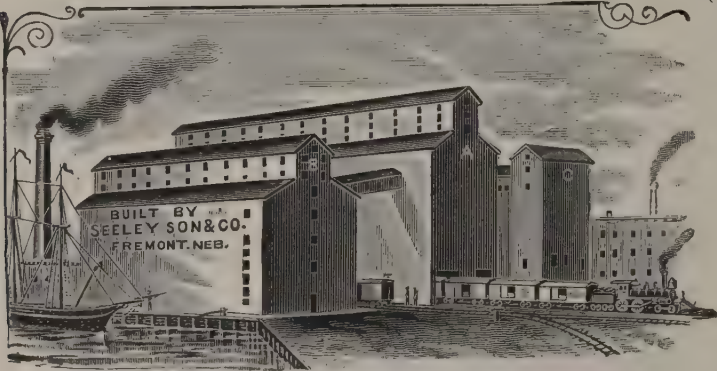
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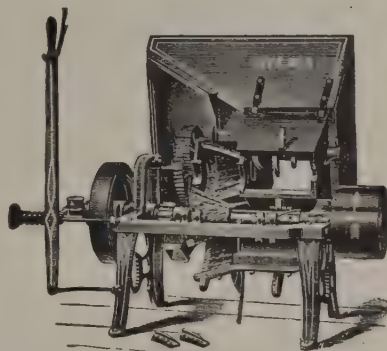
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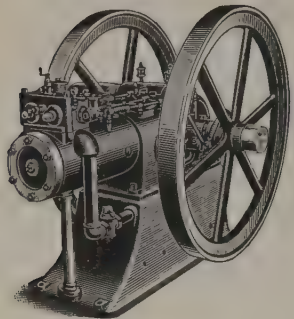
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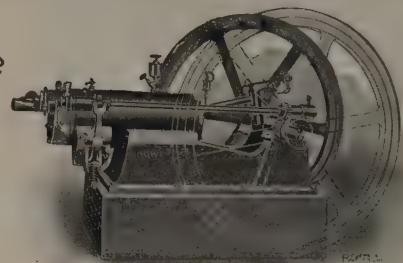
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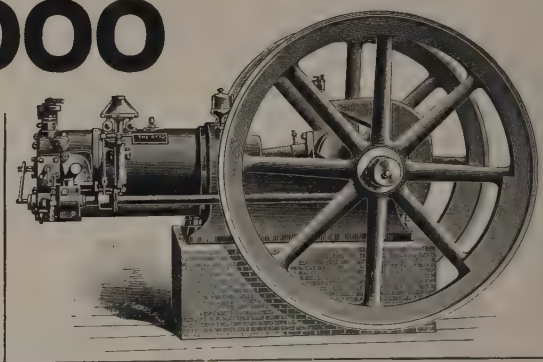
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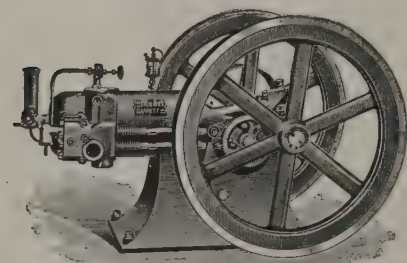
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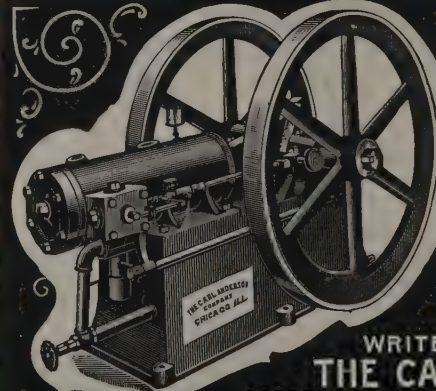
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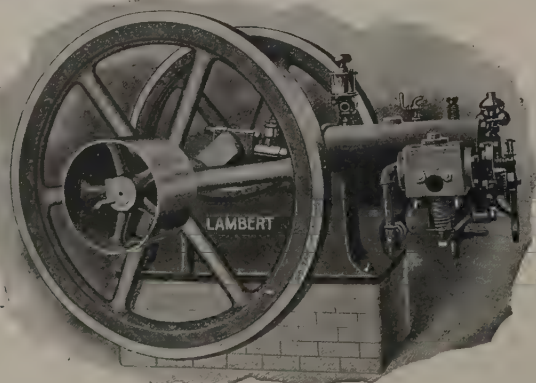
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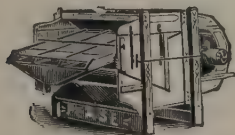
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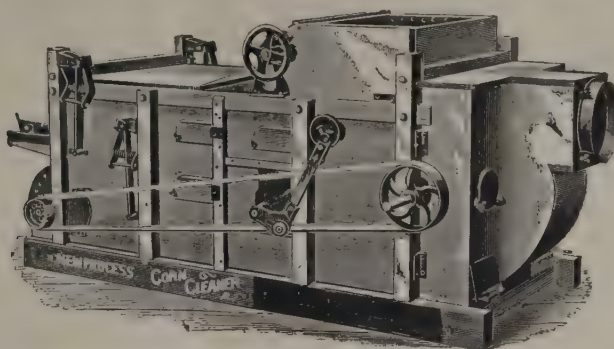


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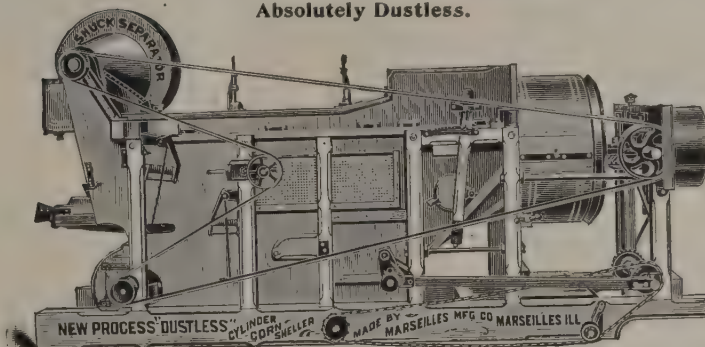
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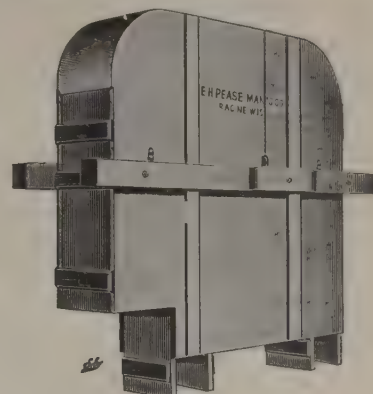
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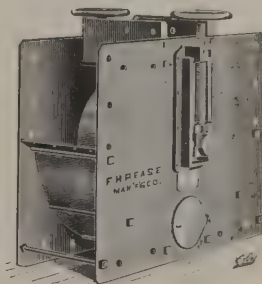
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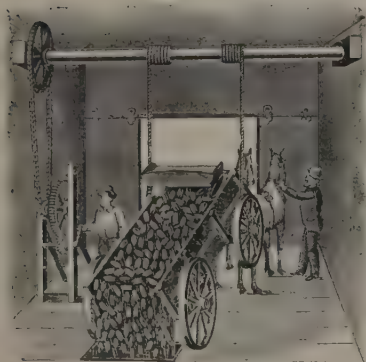


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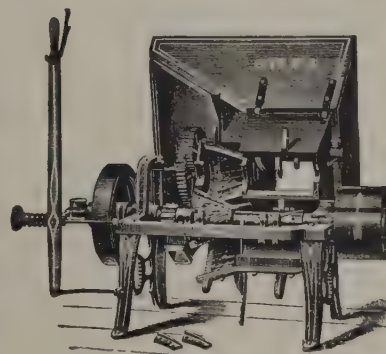
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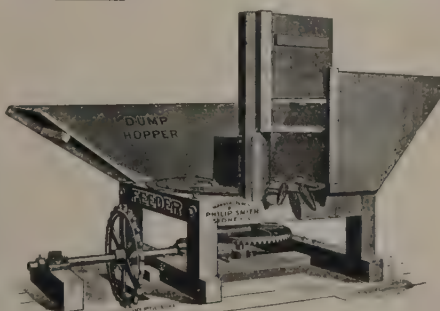
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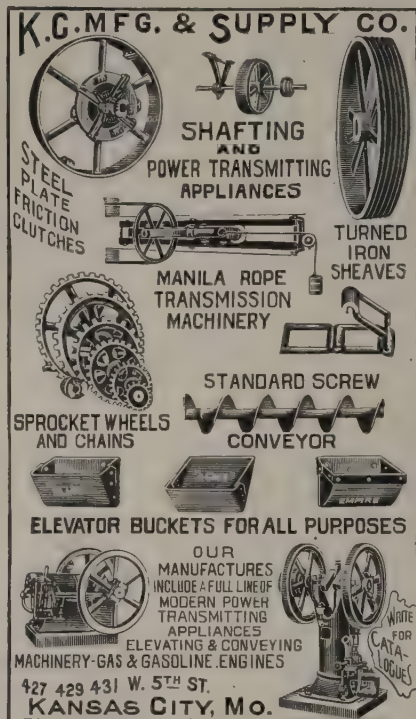
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Main Office and Works, **Mishawaka, Ind., U. S. A.**Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA.,
LONDON, ENG.

MANUFACTURE A COMPLETE LINE OF

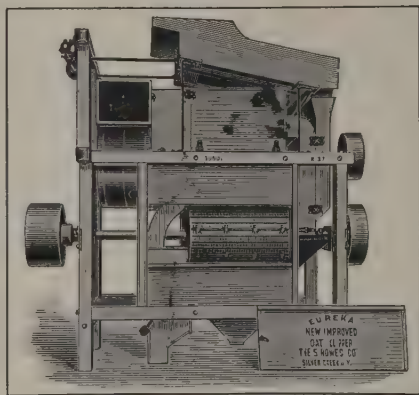
**GRAIN ELEVATOR
MACHINERY**

Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

Illinois Central R. R., New Orleans, La.,	-	capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	-	" 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	-	" 750,000 "
Botsford & Jenks, Meaford, Ont.,	-	" 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	-	" 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	-	" 600,000 "
Electric Steel Elevator, Buffalo, -	-	" 1,200,000 "
McReynolds & Co., Hammond, Ind.,	-	" 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	-	" 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	-	" 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	-	" 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	-	" 750,000 " etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

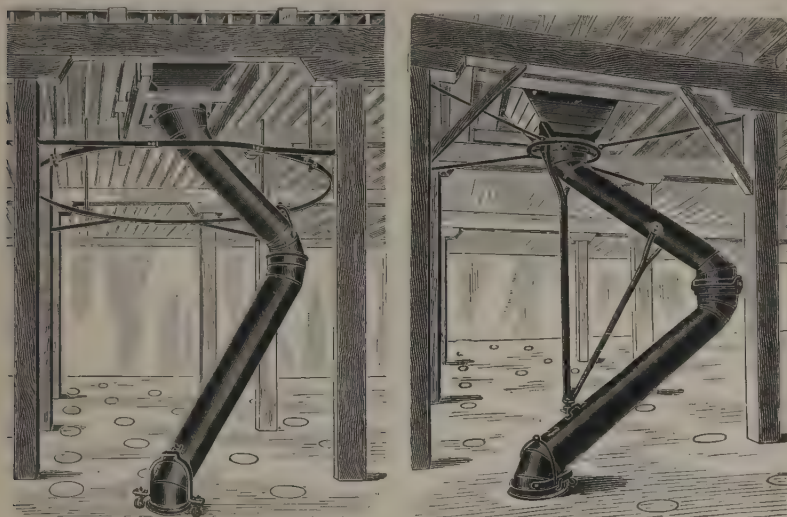
MERIT IS THE BASIS OF SUCCESS.**Eureka Separators
and Oat Clippers**

ARE HIGH GRADE MACHINES, COMPACTLY BUILT, MODERN
IN EVERY RESPECT AND ECONOMICAL IN WORKING. THEY
ARE STEADY AND SMOOTH RUNNING.

S. HOWES COMPANY,

MANUFACTURERS EUREKA GRAIN CLEANERS, OAT CLIPPERS, MAGNETIC SEPARATORS,
"EUREKA WORKS," SILVER CREEK, N. Y.

BRANCH OFFICES: { New York, N. Y., Rooms 133 and 134, 32 Broadway.
{ Kansas City, Mo., Baltimore Hotel.Minneapolis, Minn., 5 Chamber of Commerce.
Chicago, Ill., 11 Traders' Building.**DUPLICATE PARTS OF ALL "EUREKA" MACHINES FURNISHED PROMPTLY.**



TROLLEY SPOUT.

STANDARD SPOUT.

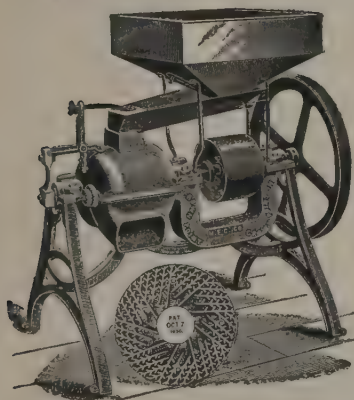
D. A. ROBINSON'S Universal Distributing Spouts,

755-765 TEMPLE COURT, MINNEAPOLIS, MINN.

THE CROWN POINT GRINDING MILL.

The Best on Earth

For Fine Grinding and Easy Running.



They are all equipped with our Patent Self-Sharpening Burrs, which were awarded First Prize and Medal at the World's Columbian Exposition.

Do not dull when running together.

Grinds OATS perfectly fine and all grain, damp and dry.

No heating of grain; no lost motion.

You cannot afford to be without one.

Send for Descriptive Circulars.

CROWN POINT MFG. CO.,

WORKS: Crown Point, Indiana.

OFFICE: St. John, Indiana.

DUST! DUST!

Gibbs' Patent Dust Protector is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel plated Protector \$1, postpaid. Circulars free. Agents wanted. Gibbs Respirator Co., 30-36 La Salle Street, CHICAGO.



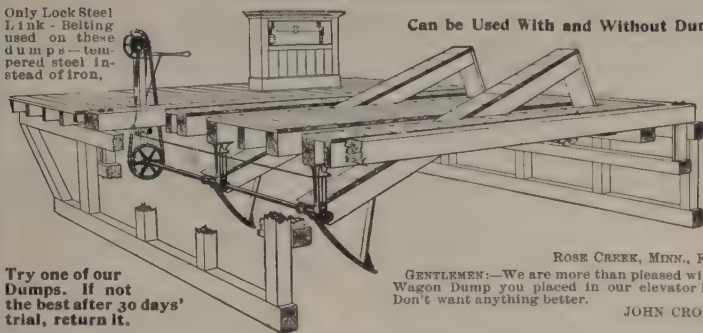
TRIUMPH
POWER
CORN SHELLER
CO. BARTLETT
& CO.
CLEVELAND O.

THE EVANS CONTROLLABLE WAGON DUMP.

THE BEST WAGON DUMP BUILT.

Only Lock Steel Link - Belting used on these dumps - tempered steel instead of iron.

Can be Used With and Without Dump Scales.



Absolute Safety, Control, Great Strength and Durability

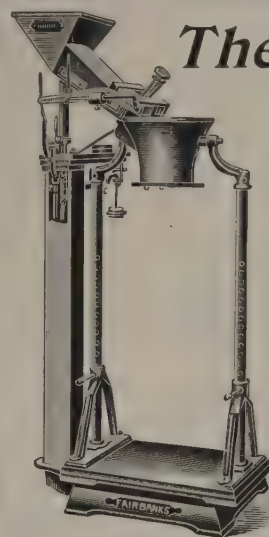
Patented April 12, 1898.

ROSE CREEK, MINN., Feb. 1, 1901.

GENTLEMEN:—We are more than pleased with the Evans Wagon Dump you placed in our elevator last summer. Don't want anything better.

JOHN CRONIN & CO.

MOULTON & EVANS, 304 Corn Exchange, MINNEAPOLIS, MINN.



The Bosworth... Automatic Weighing Scale

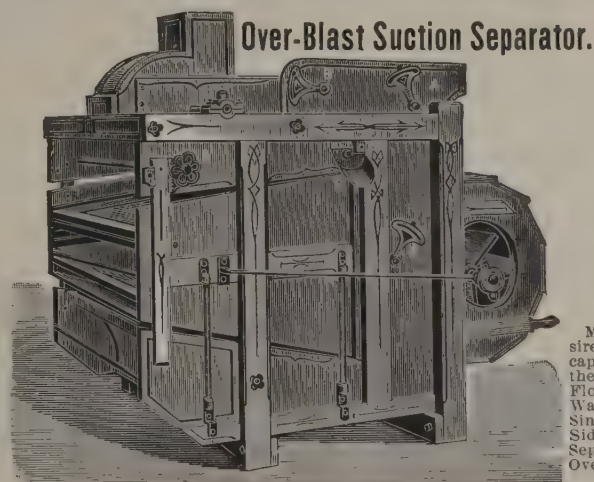
FOR WEIGHING AND BAGGING
ALL KINDS OF GRAIN.

Rapid work. Saves time.
Accurate weight. Best investment that can be made.

Write for Circular and Prices.

Munson Bros. Co.,
UTICA, N. Y.

THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



Over-Blast Suction Separator.

THE
STANDARD
IN THEIR
LINE.

"Grain
Cleaned
to a
Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Address..... **DICKEY MFG. CO., RACINE, WIS.**

THE HESS SYSTEM OF GRAIN DRYING.

For Elevators,

Dries tough grain to merchantable condition at a cost of \$1.00 per car or less. The only drier approved and permitted free by Underwriters' Associations. The only machine in successful and general use in the terminal elevators of Chicago and other grain centers.

For Washed Wheat,

Dries and cools with one fan only in continuous flow, the grain moving by gravity alone, and drying to absolute uniformity.

For Oatmeal and Cereal Mills,

Dries with fire or steam. Will dry oats with fire heat in thirty minutes, with thorough mixing by gravity. No contact with hot metal, and popping impossible. Any flavor desired is secured.

For Rice, Cotton-seed, etc.

The quickest and most economical method in use. Applicable to any grain or seed, or anything of granular nature. Uses less power than any other.

Write for 1901 Catalogue, Just Out.

Hess Warming and Ventilating Co., 708 Tacoma Building, Chicago.

Conveying, Elevating and Power-Transmitting Machinery

H. W. CALDWELL & SON CO.

GENERAL MACHINISTS,

Western Avenue, 17th to 18th Streets, Chicago, Ill.

—CALDWELL HELICOID CONVEYOR—

Specialties for

Grain Elevators and Mills.



THE ONLY PERFECT SPIRAL CONVEYOR; with Flight of One Continuous Strip of Metal.



CALDWELL CORRUGATED SEAMLESS STEEL ELEVATOR BUCKETS.

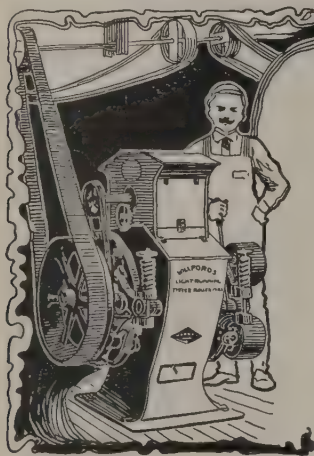
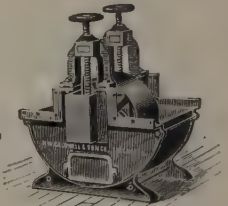
LINK BELTING
SPROCKET WHEELS.
COTTON BELTING.
RUBBER BELTING.
LEATHER BELTING.
BELT CLAMPS.
POWER GRAIN SHOVELS.
ELEVATOR BOLTS.
ELEVATOR BUCKETS.
CONCRETE MIXERS.

FRICTION CLUTCHES.
JAW CLUTCHES.
COUPLINGS.
FLEXIBLE SPOUTS.
GEARING (all kinds).
GRAIN SCOOPS.
ELEVATOR BOOTS.
COGSWELL MILLS.
HANGERS.
PERFORATED METALS.

PILLOW BLOCKS.
IRON PULLEYS.
WOOD PULLEYS.
SHAFTING.
SET COLLARS.
SWIVEL SPOUTS.
TAKE-UP BOXES.
TURN HEAD SPOUTS.
WIRE CLOTH.

Elevator

Boot.



No Trick to Make Money

WITH THE

Willford Three-Roller Feed Mill

It takes so little power and attention to operate it, and does such perfect work that feed grinding with it is sure to pay. It is so strong and durable that there is no expense for repairs. Write for circulars and prices.

WILLFORD MANUFACTURING CO.,

303 South 3d Street, MINNEAPOLIS, MINN.

—LOAD YOUR CARS WITH—

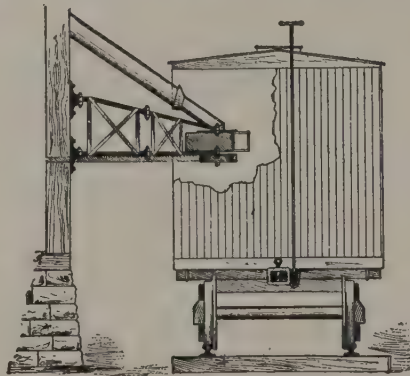
THE IDEAL AUTOMATIC CAR LOADER.

The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

WHAT IT WILL DO:

Loads both ends of car at same time.
Loads a car in twenty minutes.
Saves you its cost in 60 days. Scours and brightens the grain.
Cools grain that is beginning to heat.
Loads more grain in car than can be done by a man with a scoop.
Owing to its peculiar and novel construction it will not crack the grain.
It is impossible to have a choke-up.
Made of iron and steel, it is durable and easy to handle.

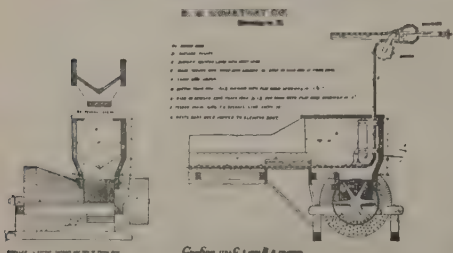
MADE IN TWO SIZES.
SPECIAL SIZES MADE TO ORDER.



WRITE FOR FULL PARTICULARS, PRICES AND TERMS TO C. W. DOOLEY & CO., BLOOMINGTON, ILL.

THE B. S. CONSTANT SHELLER FEEDER,

STYLE C-1, USING B2 TIGHTENER. A MONEY SAVER IN EVERY ELEVATOR.

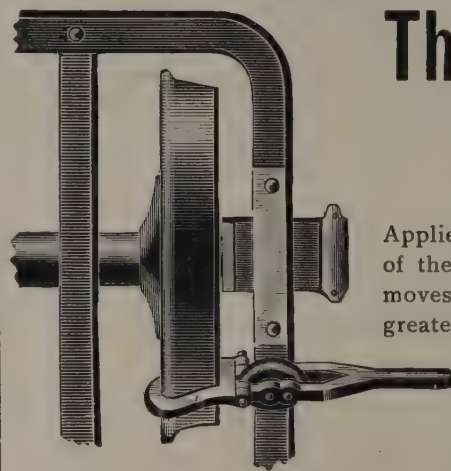


Latest Improved Grain Separators.
Water-tight Boots, Steel Tanks,
Dust Collectors, Wagon Dumps,
Elevator Boot and Sheller Feeders.

..WRITE..

B. S. CONSTANT CO.,
BLOOMINGTON, ILL.,

Designers of Grain Elevators and Manufacturers of Grain Cleaning and Elevator Machinery



The Special Car Mover

(Patent applied for)

Applies the power in the direct course of the revolution of the wheel. It moves a car with less power and greater speed than any mover on the market. Price \$5, f. o. b. here, and shipped c. o. d. subject to trial and acceptance.

THE INCLINE ELEVATOR and DUMP

SOLVES THE PROBLEM OF CRIBBING EAR CORN WITHOUT SHOVELING.

It attracts the most profitable part of the grain business. The Ventilated and Combination Grain Bin is excellent ear corn storage, is rat proof and a tight bin for anything. It requires only 1/4 foot of lumber per bushel of storage. The reduction in cost of storage compared with even a common, temporary ear corn crib will pay for the Incline Elevator and Dump to fill it.

Dealers having belt elevators would profit by adding our ear corn, oats, wheat, etc., storing facilities. Extensive farmers and feeders would also find improvement and profit by adopting it.

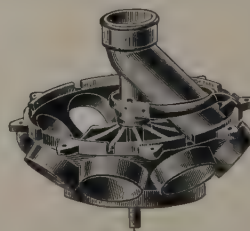
Each team elevates the load it brings. Power is always ready and costs you nothing. Will elevate 20 or more of the largest loads per hour.

The Incline Elevator and Dump and plan of building have been greatly improved and are covered by U. S. patents. Write for prices and catalog. Come and see.

The Conveyor Car Loader (patent applied for) loads a car at a speed of 2,000 to 4,000 bushels per hour with corn, wheat, oats, etc., and one-third as much ear corn, requiring only one-half horsepower. One-third as much can be loaded by hand power and operator is out of the dust. It can be connected conveniently to any number of shipping bins. Price \$35 f. o. b. here and shipped c. o. d. This includes rope transmission connections to your power and to any number of shipping bin chutes; also a special grain spout to connect chute with loader.

H. KURTZ & SON, SAC CITY, IOWA.

ECONOMY OF SPACE IS AN IMPORTANT FEATURE IN ELEVATOR MACHINERY.



The Hall Grain Distributor

Requires less room in the cupola than any known system of distributing grain. It is simple, systematic, substantial. Locks automatically and accurately—can't be blocked otherwise.

The OVERFLOW SIGNAL notifies operator on working floor when bin is full, without mixing a kernel of grain, without a moving part.

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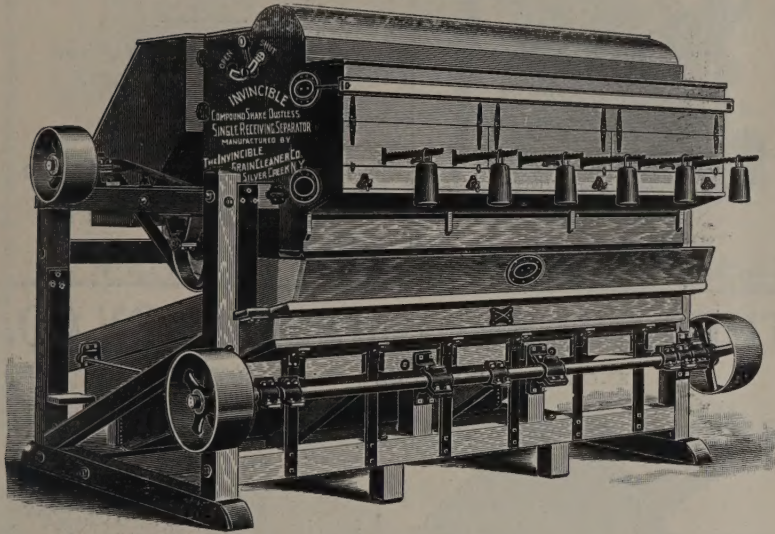
Hall Distributor Co.,

519 First National Bank Bldg.,
OMAHA, NEB.

NO SHAKE, NO TREMBLE—Steadiness Itself.

The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.
They never shake the building but stand as steady as a rock.
Their work is perfect.
Write for latest catalogue.



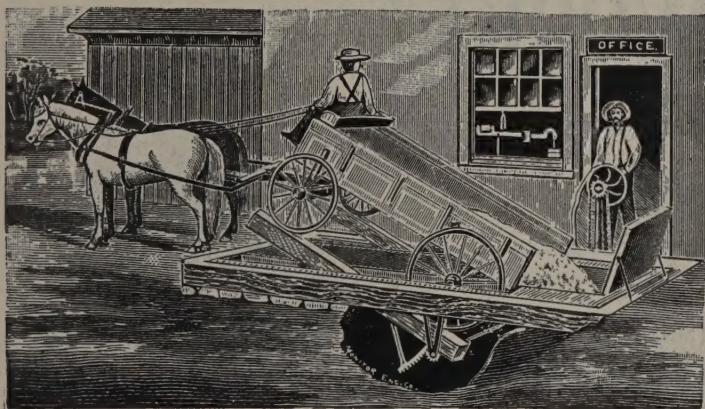
Invincible Grain Cleaner Company,
SILVER CREEK, N. Y., U. S. A.

Also Manufacturers of the
Needle Screen Gravity Separator and Spiral Belt Separator.

REPRESENTED BY

W. J. Scott, Wyoming Hotel, Chicago, Ill. Edward A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, 307 So. 3d Street, Minneapolis, Minn. J. N. Bacon, Blachorne Block, Indianapolis, Ind.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.
MESSRS. SAVAGE & LOVE CO., Rockford, Ill.
GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

OUR GOODS LISTED AT STANDARD PRICES ARE ALL STANDARD.

NOTHING BETTER CAN BE OFFERED IN
ELEVATOR OR MILL SUPPLIES.

POWER TRANSMISSION, GAS ENGINES, STEAM ENGINES AND BOILERS.

ESTIMATES FURNISHED.

H. L. THORNBURGH & CO.,
245-247 S. JEFFERSON ST., CHICAGO.

PATENT FOR SALE.

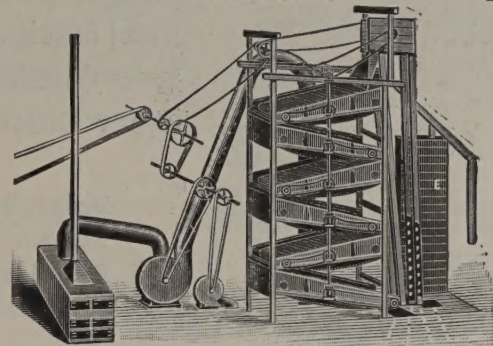
F. H. C. MEY, Coloric Grain Dryer.

WILL DRY ALL KINDS OF GRAIN, FLAXSEED,
BREWERY GRAINS, ETC.

SIMPLICITY.

DURABILITY.

ECONOMY.



When Drying Hot or Damp Grain, the Dryer can be regulated to dry continuously.

CAPACITY:—From 100 to 30,000 Bushels Per Day.
According to Size of Machine and Quality of Grain.

The Grain, &c., to be dried, is shoveled or discharged into the receiver A or elevator B; elevator B will elevate the same up and discharge on the upper pan — and from there it will move on and drop from pan to pan until it reaches the receiver C underneath — from whence it is elevated by the same elevator and discharged on the upper pan, and this movement continues until the Grain, &c., is dry, which is from one to four hours, and then it is carried by the elevator D into the cooling apparatus E, and when cold it is elevated by elevator D to place of storage or shipment. SEND FOR CATALOGUE.

F. H. C. MEY,

Nos. 64 to 68 COLUMBIA ST
BUFFALO, N. Y.

Paine=Ellis Grain Driers

Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

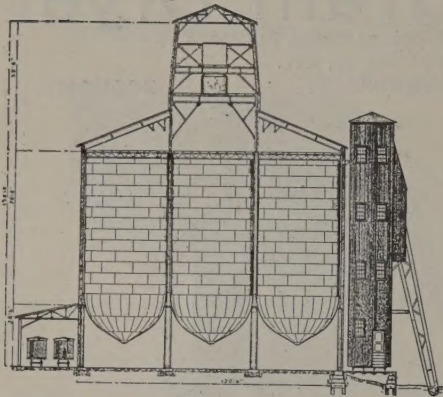
For Particulars Address **The Paine-Ellis
Grain Drier Co.,**

53 CHAMBER OF COMMERCE, MILWAUKEE, WIS.

Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,
ALSO
Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,
Steel Buildings,
Steel Stacks and
Steel Construction of
Every Description,

Designed,
Furnished and
Erected in
All Parts of the World.

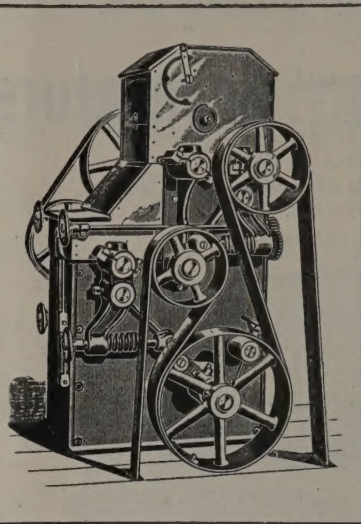
General Office, Water Street, Pittsburg.

Plate, Tank and Boiler Works, First, Second and Third Aves.

Structural Works, Preble Avenue, Allegheny City, Pa.

New York Office, 39 and 41 Cortlandt Street.

LONG-DISTANCE TELEPHONE CONNECTIONS.



A Good Feed Mill

Is a paying investment.

Put one in your elevator and it will more than pay all your running expenses. It will be an accommodation to the farmers

AND WILL INCREASE
YOUR TRADE.

WRITE FOR CATALOGUE OF THE
BEST FEED MILL ON EARTH.

Strong & Northway Mfg. Co.,
MINNEAPOLIS, MINN.

PLEASE MENTION THIS PAPER.

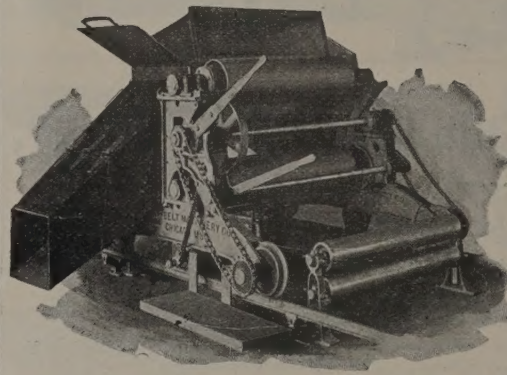
THE LINK-BELT MACHINERY CO.

ENGINEERS, FOUNDERS, MACHINISTS,
CHICAGO, U. S. A.

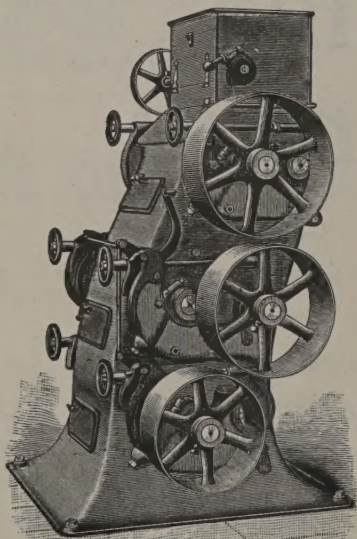
GRAIN ELEVATOR MACHINERY

INCLUDING

Belt Trippers,
Power Shovels,
Spouts, Buckets, Boots,
Machine Molded Rope
Sheaves,
Shafting, Pulleys,
Shaft Bearings,
Gearing,
Friction Clutches, Etc.



LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.



3-PAIR-HIGH, SIX-ROLLER MILL.

CUSTOM WORK!

UTILIZE YOUR POWER
BY OPERATING A GOOD MILL FOR GRINDING

...FEED AND MEAL...
— IT PAYS —

WE MANUFACTURE

THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.

THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.

TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH, BUHR MILLS,
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL
UNDER RUNNERS,
UPPER RUNNERS,
PULLEY AND GEAR DRIVES.

ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

DUST COLLECTORS (Tubular, Automatic).

CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right

CORRESPONDENCE SOLICITED.

NORDYKE & MARMON CO.,

INDIANAPOLIS, INDIANA, U. S. A.

FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.



"Western" Warehouse Sheller.

SOLE MANUFACTURERS

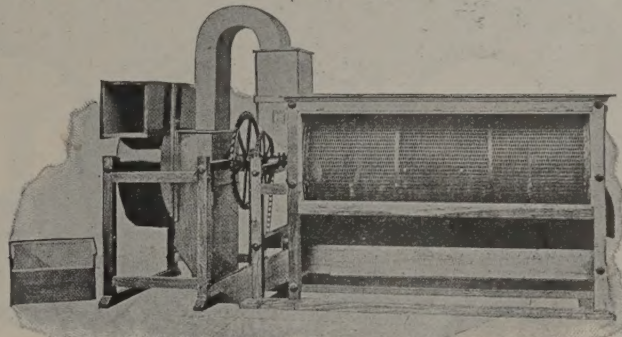
"Western" Shellers and Cleaners, BEST ON EARTH.

Complete Elevator Equipments our Specialty.

UNION IRON WORKS, DECATUR, ILL., Grain Elevator Contractors and Builders.

Plans for Grain Elevators Made, on application, by licensed architect.

Write for Catalog.



"Western" Warehouse Cleaner.

JEFFREY ELEVATING CONVEYING MACHINERY



Standard Elevator Buckets For Handling Grain, Cereals, Flour, Seeds, Etc.

Our specialties include: Chains, all styles, Sprocket Wheels, Elevator Buckets, Boots, Bolts, Spiral Conveyors, Cable Conveyors, Rubber Belt Conveyors, Package Conveyors, Barrel Elevators, Keg Elevators, Shafting, Hangers, Pulleys, Collars, Gearing, Labor-Saving Devices of all kinds.

Send us specifications of your wants in our line; we can probably save you some money. For catalogue address

THE JEFFREY MFG. CO., Columbus, O.

INSURANCE

ON GRAIN ELEVATORS
AND CONTENTS

Is furnished at cost by the

MILLERS' NATIONAL INSURANCE CO.,
of Chicago.

It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

It has been in business 26 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the board rates of stock companies.

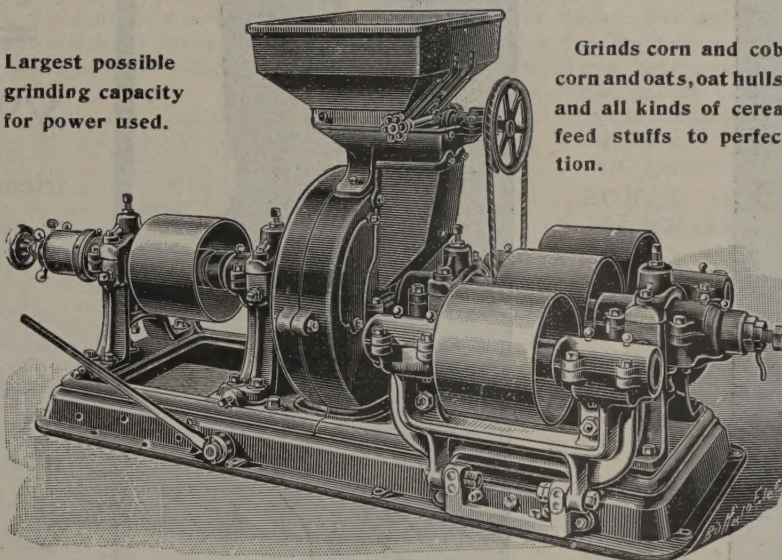
Its cash assets, January 1, 1901, amounted to \$761,155 90; total admitted assets, \$2,828,533 69; net cash surplus, \$472,753.43; surplus over all liabilities, \$2,540,131.22.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

Before placing your insurance, write to the Company at No. 205 La Salle Street, Chicago, for a copy of the circular and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to the required standard you cannot afford to insure in any other company.

W. L. BARNUM, SECY.

FEED GRINDING PAYS, Especially if you do it on a MONARCH ATTRITION MILL.

Largest possible
grinding capacity
for power used.Grinds corn and cob,
corn and oats, oat hulls,
and all kinds of cereal
feed stuffs to perfection.

Requires Less Than One Minute to Open It.

This Monarch of the Grinding World

Will attract customers for you and place you beyond competition in the matter of capacity and expense. No burr stones to be re-dressed. Ball-bearings and self-oiling boxes reduce power, wear and attention required to the minimum. No twist belts necessary with our special drive, which reduces cost of installing.

We build a complete line of Attrition and Burr Mills. You can't ask us too many questions about them. Send for catalog.

SPROUT, WALDRON & CO., Muncy, Pa.

"THE STANDARD" SCALES

—FOR—

Grain Elevators, Flour Mills,
AND ALL PURPOSES.

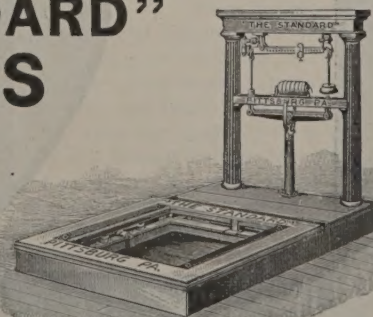
Recent Contracts:
Great Northern Ry. Elevator, eighteen
1,600 bu. Hopper Scales.
Baltimore & Ohio Ry. Elevator, ten
1,400 bu. Hopper Scales.

THE

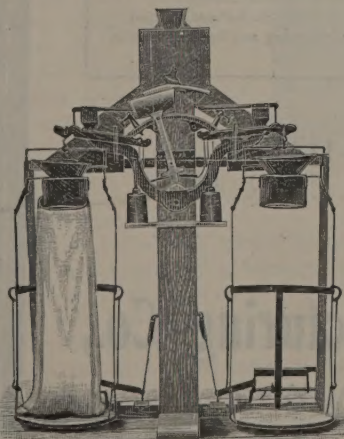
Standard Scale & Supply Co.,

Manufacturers,

LIMITED, PITTSBURGH, PA.



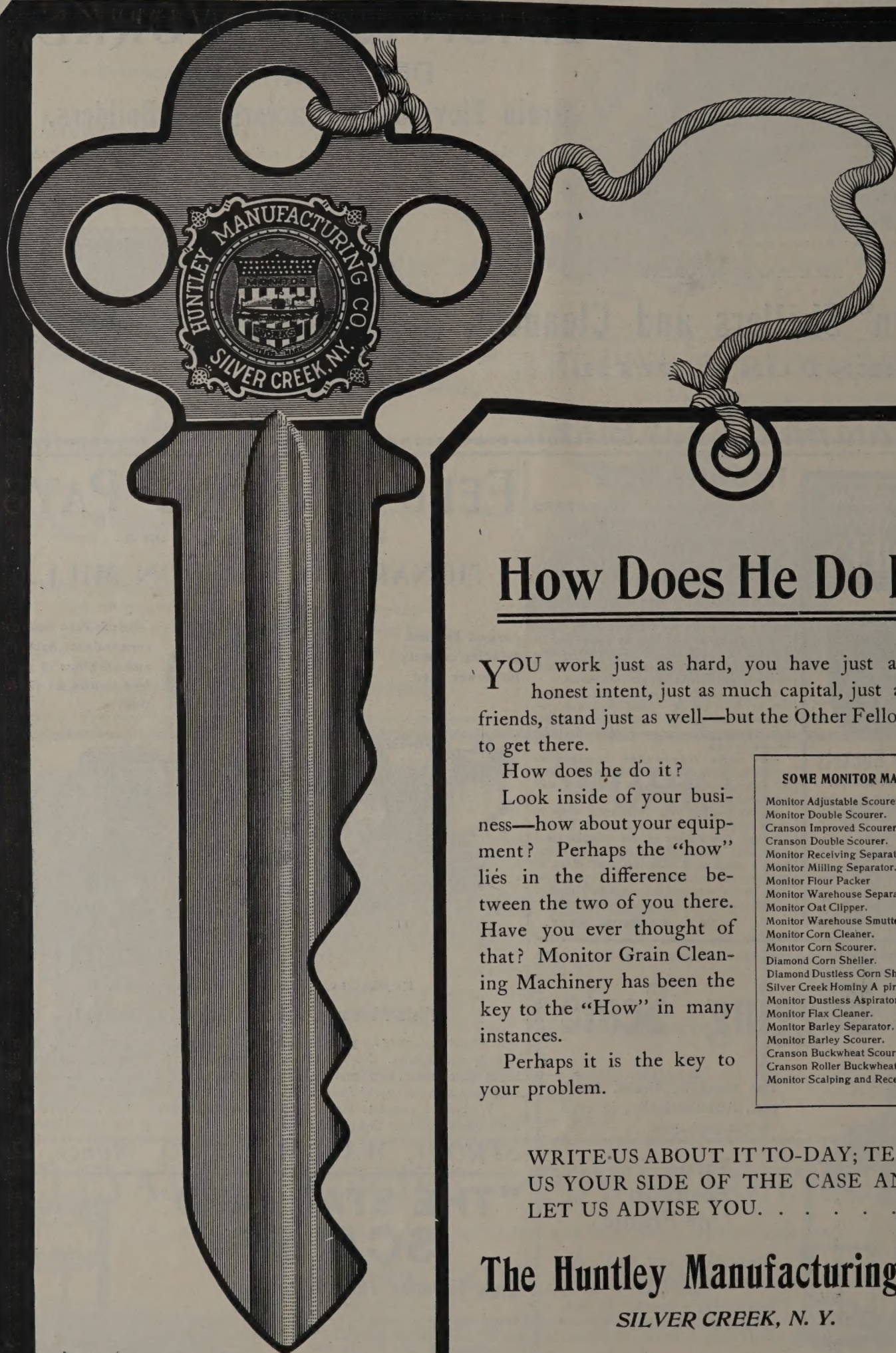
Cutler Bagging Scale

For weighing Grain, Meal,
etc., Automatically, in even
weight packages.

Two Scales in One Frame

Operated by one man. Ac-
curate, economicalNot an experiment. In suc-
cessful use 10 years.

THE CUTLER CO., North Wilbraham, Mass.



How Does He Do It?

YOU work just as hard, you have just as much honest intent, just as much capital, just as many friends, stand just as well—but the Other Fellow seems to get there.

How does he do it?

Look inside of your business—how about your equipment? Perhaps the “how” lies in the difference between the two of you there. Have you ever thought of that? Monitor Grain Cleaning Machinery has been the key to the “How” in many instances.

Perhaps it is the key to your problem.

SOME MONITOR MACHINES

Monitor Adjustable Scourer.
 Monitor Double Scourer.
 Cranson Improved Scourer
 Cranson Double Scourer.
 Monitor Receiving Separator
 Monitor Milling Separator.
 Monitor Flour Packer
 Monitor Warehouse Separator.
 Monitor Oat Clipper.
 Monitor Warehouse Smutter.
 Monitor Corn Cleaner.
 Monitor Corn Scourer.
 Diamond Corn Sheller.
 Diamond Dustless Corn Sheller.
 Silver Creek Hominy A pirator.
 Monitor Dustless Aspirator,
 Monitor Flax Cleaner.
 Monitor Barley Separator.
 Monitor Barley Scourer.
 Cranson Buckwheat Scourer.
 Cranson Roller Buckwheat Shucker.
 Monitor Scalping and Receiving Shoe.

WRITE US ABOUT IT TO-DAY; TELL
 US YOUR SIDE OF THE CASE AND
 LET US ADVISE YOU.

The Huntley Manufacturing Co.,
 SILVER CREEK, N. Y.